

TESTED CROSSOVER SPECIAL - 95 LITRE BOARDS & 5.7 SAILS

WINDSURF

THE NUMBER ONE WINDSURFING MAGAZINE



EDITION 344 APRIL 2015 WWW.WINDSURF.CO.UK

LEGENDS

DAVE WHITE

THE LAST TIME

HO'OKIPA

DAY IN THE LIFE OF

KEITH TEBOUL

A SHAPER'S STORY



PETER HART REAL WORLD TIPS // JUMP HIGHER WITH JEM HALL // MEDITERRANEAN TRAVEL GUIDE
ST LUCIA // BOUJMAA GOES BIG // WELSH WAVES // FREERIDE FINOLOGY





THE ART TO BE AHEAD

G A A S T R A W I N D S U R F I N G



ROSS WILLIAMS WINDSURFING LTD. Tel: +44 (0) 7583314276 E-mail: ross.williams@uk.gaastra.de



PETER GARZKE



DAVY SCHEFFERS

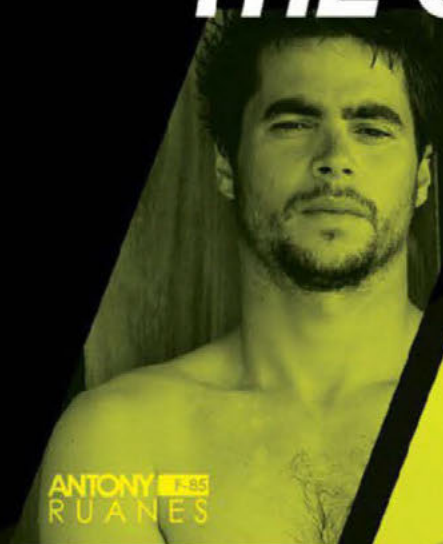


ETHAN WESTERA



BEN VAN DER STEEN

**GAASTRA WOULD LIKE TO THANK
FOR THEIR HARD WORK AND
THE CONSTRUCTORS WHO**



ANTONY RUANES



ALEX SANLLEHY



ROSS WILLIAMS



SEBASTIAN KOERDE



THOMAS F3
TRAVERSA



TONKY NB-7
FRANS



LUDOVIC CE93
JOSSIN



PHIL CE88
HORROCKS

**THANK OUR INTERNATIONAL TEAM
AND DEDICATION TO BRINGING
THE WORLD TITLE TO US IN 2014**



CEDRIC BO91



ANTOINE EA-99
QUESTEL



TATY NB-9
FRANS



PETER A. NB-61
THODE

JOIN US ON
FACEBOOK



NO WORDS
CAN EXPLAIN
THE GOOD
TIMES...
**CONSTRUCTORS
CHAMPION
2014**





EVOLUTION MK7

Freeride

5BATTENS 4.4 / 5.0 / 5.7

6BATTENS: 6.4 / 7.2 / 8.0



FIRE MK3

No cam freerace

6.2 / 6.8 / 7.6 / 8.4 / 9.2



FIREWING MK3

Slalom / Race 3 cams

7BATTENS 5.2 / 5.7 / 6.2 / 7.0

8BATTENS: 7.8 / 8.6 / 9.4



X-TRA MK2

Entry level freeride

4.5 / 5.0 / 5.5 / 6.0 / 6.5 / 7.0

7.5 / 8.0



FLAT...



VOGUE MK6 HD

Pure wave

3.4 / 3.7 / 4.0 / 4.2 / 4.5
4.7 / 5.0 / 5.3 / 5.6



FOUR MK4

Wave 4 battens

3.7 / 4.0 / 4.2 / 4.5 / 4.7 / 5.0
5.3 / 5.7



GAMMA MK1

3 battens wave ripper

3.3 / 3.7 / 4.2 / 4.7 / 5.2



MOVE MK3

Freewave / wave onshore 5 battens

5BATTENS 4.2 / 4.7 / 5.2 / 5.7 / 6.2

Freemove 6 battens

6BATTENS: 6.7 / 7.2

...OR WAVE?

INSIDE #344

APRIL 2015

BIG JUICY READS

DAY IN LIFE OF HO'O KIPA

16 John Carter documents 24 hours on one of the best days of the season at the world's most famous windsurfing beach.

THE FULL CIRCLE

26 Josh Stone takes his son Harley on his first windsurfing trip with trusted wingman, Brian Talma. Father and Son reflect on their journey to Josh's old stomping ground, Diamond Head.

DAVE WHITE - THE LAST TIME

32 The mighty Whitey undergoes Windsurf's toughest test - the infamous questions of the 'Last time'!

MOROCCAN MAGIC

40 Boujmaa Guilloul scores at home. Endless Starboard tack points and uncrowded waves, we get the low down on one of the best days of his winter and windsurfing in his beloved country.

ST. LUCIA

80 JC discovers an unspoilt Caribbean Island that's perfect for families, has great freeride windsurfing and makes us all in the office thoroughly jealous!

WELSH WAVES - HORTON UNDERGROUND

86 Timo Mullen and John Carter take a devious detour to score some Gower Power at one of Wales's finest wavesailing beaches - Horton

KEITH TEBOUL

94 Master shaper, legend windsurfer, Keith Teboul tells his story of life in foam dust and salt water.

GEAR SHED

95 LITRE CROSSOVER BOARDS

50 We review the 'Swiss Army Knife' board size. Designed for all round fun, we test the claims.

5.7 CROSSOVER SAILS

62 From flat water to waves and everything in-between, we review the sails that have the job of doing it all.

TEKKERS

PETER HART MASTERCLASS

98 A real world journey. Harty plots the progress and experiences of Chris Grainger - a fanatical, real world recreational windsurfer on a comeback mission.

MOVE ON UP

106 Jump Higher!, Jem Hall brings us his top tips for flying without wings!

BOARDSHORTS

LATEST & GREATEST

111 All that funky new stuff wrapped up on proper paper - bang tidy!

MEDITERRANEAN TRAVEL GUIDE

115 From family friendly, flat water destinations to high wind hotspots, we highlight some of the best spots in the Med. to hang from your harness in!

GRAN CANARIA MICRO GUIDE

128 The island of windsurf champions goes under the micro guide microscope.

FREERIDE FINOLOGY

125 A look at the world of Freeride fins with buying tips, a designer's inside line and of course, wise words from our master teacher, Peter Hart.

SITTIN' ON THE DUNNY

EDITORIAL - LEGENDS

10 Who or what are the legends in windsurfing? The Editor sets out his case for the not so obvious answer.

AFFAIRS OF THE HART

130 Hot tips for Cold Comfort. Statistically UK waters are at their coldest this time of year - Love it or hate it? Harty ponders the nature of cold water windsurfing.

// *Front Cover* Jason Polakow, legend! enough said!
Photo JOHN CARTER

// *This* Ben Proffitt hitting the critical section during the late evening session at South Passage, Lancelin, Western Australia.

Photo JOHN CARTER







Two sailors reflect on a cold winter's day at Daymer. Legends? - we like to think so.
Photo JOHN CARTER

LEGENDS

In the modern world, words in the English lexicon are often playfully misused. The word 'legend' seems to be ascribed these days to someone who fixes the paper jam in the office printer right up to Lewis Hamilton, who Prince Harry famously described as a 'legend' as he clinched his second Formula 1 title. The 'Urban dictionary', the reference source of much English language misuse, describes a legend as "someone or something whose coolness extends beyond all space and time, totally worthy of respect for any reason", quite! In this issue we have quite a few 'legends' that might fit these criteria, Dave White for instance. Dave has a passion and talent for our sport that few possess. From waves to speed or behind the camera, he has an ability and personality that makes time in his company rewarding and entertaining in equal measure. Dave has beaten cancer, that's also pretty legendary.

Dave's early speed career was famous for his ability on production boards, chiefly the legendary F2 Sputnik 270. Equally legendary were the Starboard Evo, JP Freestyle Wave, Fanatic Gecko and Mistral Malibu. It is a curious twist of windsurfing nostalgia that the passage of time often heralds much praise for boards but lesser accolades for equally classic 'sails'. Designers wishing to produce their own legends take note, redesign rails and rockers not leaches and luffs for lasting fame and no better example could be found in the hands of Keith Teboul. In this issue, the legendary shaper talks about his work, passions and a life dedicated to his art.

Ho'okipa beach, also profiled in this issue, has been at the fore of modern windsurfing since its inception. Regardless of whether you can relate to sailing here or not, its fundamental part in developing the equipment we use today cannot be overlooked.



WITH
FINN
MULLEN

Strength, manoeuvrability and ease of use were the peak performance criteria regularly tested at Ho'okipa and evolved to the amazing range of kit we enjoy today. The legend of Ho'okipa extends not just for the conditions it's famous for or the equipment advances it has spawned but also to the legends it has produced in terms of sailors. Josh Stone is certainly one of its most famous offspring, but in this issue we learn of his own legend, his son Harley. The joy of watching Harley's windsurfing progress has surpassed any world title Josh has won and ensures the legend of the Stone family name in windsurfing will live on.

A good example of a local 'legend' is Dave 'The wave' Webster, 56 years young and still charging the big days around his adopted home of Gower, South Wales. As you'll read in JC's piece later this issue, Dave recently downsized his work commitments to spend more time indulging in his passions, family and windsurfing. That might not be society's conventional idea of a legend but it certainly fits most windsurfer's criteria. We participate in a diverse sport whose legends can be found in people, places and equipment but what is common is that windsurfing gives us the ability to write our own unique legend. As the son of a windsurfer, perhaps that is the 'legend' I can relate to the most and more fitting to the original meaning of the word. The day my father brought us down to the beach with a board and sail and let us loose on the sea after a brief lesson is one of the most memorable of my life. I can't remember the first time I kicked a football or rode a bike but I can remember the first time I windsurfed. First board, first waterstart, first loop they all serve as reminders of just why this sport carves such unique and happy epochs in our lives. Celebrate and participate in windsurfing as much as you can because together we keep writing our own sport's legend. Windsurfing isn't all big waves, expensive gear and good looking pros. Windsurfing is us; the good, sometimes bad and sometimes dripping in cold, wet snot but always cheerful ugly and as windsurfers we are all capable of and equal in being 'Legends'. **FM**

**“ WINDSURFING ISN'T ALL
BIG WAVES, EXPENSIVE GEAR
AND GOOD LOOKING PROS ”**

BOLT



4 SAILS IN 1

Rather than simply amalgamating the four outgoing sails, we've stepped back, taken a long hard look at what the real world windsurfer requires and then redesigned the total windsurfing experience. Here we have a sail range that changes in style and configuration as it increases in size but maintains a lightweight, smooth feeling throughout. We have given you the right tool for the right time!

WWW.TUSHINGHAM.COM

**TUSH
ING
HAM**



**OCEAN
ELEMENTS**

SAVE
upto
10%
Use code:
wind14

Carving in Vassiliki Bay, Lefkada

ACTIVE HOLIDAYS IN GREECE FOR EVERYONE!

Great windsurfing and sailing, a wide range of activities and RYA tuition included!

- BRAND NEW 2015 KIT – FREE FOR YOU TO ENJOY!
- FREE USE OF WINDSURF KIT, BOATS, KAYAKS, STAND-UP-PADDLEBOARDS & MOUNTAIN BIKES
- INCLUSIVE RYA WINDSURF & SAILING TUITION AT ALL CENTRES
- THREE FABULOUS DESTINATIONS: VASSILIKI, PORTO HELI, AND HORTO-PELION
- OCEAN ELEMENTS' ACCLAIMED SERVICE + FREE KIDS CLUBS IN ALL RESORTS

BOOK NOW AND SAVE 10% OFF 2015 – USE CODE 'WIND 14'



Try something different - lots of kit available.

VASSILIKI

FROM ONLY

£432*

Inc Flights & Transfers



Mountainbike trails for all levels - Free guiding!

Visit alpineelements.co.uk/windsurfoffer
or call: **020 3468 3649**

Discount code "WIND14". Use this code over the phone or at our holiday check-out to receive 10% off our multi-activity holidays in Greece. The offer cannot be used retrospectively or combined with any other offer.
*£432pp Inc 10% discount offer: 7 Nts Accom at the Surf Hotel Vassiliki, in May, with Breakfast. Flights & Transfers.



ARCWIND LTD
SUITE 2, 25 BANKSIDE,
KIDLINGTON, OXON, OX5 1JE, UK
Tel 01865 378 000

Editor-in-Chief // Finn Mullen
editor@windsurf.co.uk

Editor-at-Large // John Carter

Technique Editor // Peter Hart

Test Editor // Tris Best

Art Direction // Harry Adams
harry@windsurf.co.uk

Designer // Paul Hunter-Higgins
paul@windsurf.co.uk

Advertising Sales // Keelin McLeman
keelin@windsurf.co.uk

Publisher // Dan Beechener
dan@windsurf.co.uk

Subscriptions // subs@arcwind.co.uk
0845 688 7113

Printed by // Buxton Press LTD
www.buxtonpress.com - 01298 212 000

UK Distribution // Warners Group
Publications PLC - 01778 391 000

Contributors

John Carter, Jem Hall, Peter Hart, Nick George,
Josh Stone, Harley Stone, Steven Whitesell, Maurin
Rottenwalter, Dave White, Seva Shulgin, Karel Tyc,
Martin Schoppler, Dietrich (Rick) Hanke & Graham Turner.

International Distribution

AUSTRALIA Gordon & Gotch 0061299728826
AUSTRIA Morawa Pressevertrieb 0043151562190
CANADA Les Mess. De Presse Int.Lnc. 0015143555610
CROATIA Angcro 0038513740343
CYPRUS Hellenic Dist.Agency 0035722878500
DENMARK Dansk Centralagentur Dca A/S 004533277744
ESTONIA Lehepunkt 003726501450
FINLAND Akateeminen Kirjakauppa 0035891214330
GERMANY W E Saarbach 00492233799632
HOLLAND Betapress 0031161457690
ITALY Intercontinental Srl 00390267073227
KOREA Levant International S.A.L 0033153701077
MALTA Miller Dist Ltd 0035621664488
MAURITIUS Levant International S.A.L. 0033153701077
NEW ZEALAND Netlink Dist Company 0064 9308 2710
NORWAY Interpress Norge As 004766933213
PORTUGAL International News Portugal
QATAR Levant International S.A.L. 0033153701077
SINGAPORE Stp Distributors Pte Ltd 006564691210
SOUTH AFRICA Mcs/Caxton Int.0027118079599
SPAIN S.G.E.L 0034916576935
SWEDEN Svenska Interpress Ab 0046706577929
U.S.A. Speedimpex (USA) Inc. 0017183927477

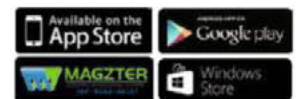
Windsurf Magazine is published ten times a year by Arcwind Ltd.
Whilst we welcome contributions, please give us a ring before slaving
away for hours only to find out that what you've done isn't suitable or,
even worse, that we're doing it ourselves. We cannot be held
responsible for any unsolicited contributions and any material
supplied must have an SAE.

© Windsurf Magazine/Arcwind Ltd
ISSN 0958-5508

Print subscription rates for Ten Issues are as follows:
UK £42, Airmail Overseas (European Union) £62,
(Rest of World) £72. Tel: 0845 688 7113

Digital subscriptions available at:

www.windsurf.co.uk



STUBBY TE REFRESH YOUR PERSPECTIVE.

Inspired by surfing, the Stubby features a parallel rail concept that we secretly evolved and now introduced into the windsurfing world. A quick to plane, easy to control, highly responsive and stable board, with swift top speeds, a playful nature in the waves and insane upwind abilities.

RIDER ALESSIO STILLRICH
PHOTO HENNING NOCKEL

WWW.FANATIC.COM/WINDSURFING

K66 UK LTD, KIOSK 3 - BEACH PARADE, BN11 2FG WORTHING
T 0190 336 8253, SALES@K-66.COM, WWW.K-66.COM



THE STUBBY. NOT JUST DIFFERENT.
77L, 88L

FANATIC

JOSE 'GOLLITO' ESTREDO

// Freestyle legend, Jose 'Gollito' Estredo searching for that elusive pot of gold at Sunset Beach on the south shore of Maui

Photo JOHN CARTER





Port tack specialist Adam Lewis takes a huge punt at Ho'okipa, while JC snaps from an airborne vantage point.

24 HOURS AT HO'OKIPA!

Words & Photos
JOHN CARTER



HO'OKIPA BEACH PARK in the spring becomes the epicentre of the wave sailing world. With most of the major brands converging for their annual product shoots in Hawaii, any half decent day at this legendary break usually ends up in a frenzy of activity, with all the team riders joining the regulars and tourists in the battle for waves in order to nail their shots for the catalogue. With the hill overlooking the action acting as a natural amphitheatre; every turn, every jump and every crash is under the spotlight from the crowds and photographers watching. From dawn 'til dusk barely a wave goes unriden by either a surfer or a windsurfer, while many waves are shared or squandered in the heat of the action as the crowd overloads on the available swell. **John Carter** joined the annual pilgrimage to the wavesailing mecca in early April and has compiled a 24 hour timeline of the entire goings on from one of the best days of the season. Read on for a day in the life of Ho'okipa beach.





**“ HO’OKIPA IS THE
ULTIMATE LOCATION
FOR SHOOTING,
DESPITE THE
CROWDS; IT HAS
THE BEST VANTAGE
POINTS, WAVES AND
LIGHTING, A
PHOTOGRAPHERS
DREAM ! ”**



MIDNIGHT CALL

12.01am: The midnight Windguru update is calling for a 2.5m at 16 seconds N/W swell and 20-30 knot N/E trades. It's a great forecast for Ho'okipa, solid mast high swell and some pretty strong and gusty winds. For the likes of Fanatic/ North, NeilPryde and Simmer, it's a no brainer, Ho'okipa is the ultimate location for shooting, despite the crowds; it has the best vantage points, waves and lighting, a photographers dream ! Chances are its going to be a very hectic day with plenty of sailors jostling for waves.

6am: The predawn glow in Hawaii before sunrise is an awesome time to be out on the water. While some of us are sound asleep, the hungriest surfers are already paddling out in order to score the early session before the wind and crowds lock in for the day. I am up early checking the weather and making sure the swell has arrived as predicted.

7am: As first light hits the West Maui Mountains and bathes the slopes of Haleakala, Maui's dormant volcano, this beautiful island comes awake. Morning traffic passing Ho'okipa seems to be busier year by year as many people commute from their idyllic homes in rural Haiku into the bustling commercial centre of Kahului down the coast. Back on the water, the early birds have already scored their fix of waves as the first sign of the trades kick in and ruffle up the surf.

SURFERS

8am: There are perhaps fifty cars in the car park already, mostly surfers and tourists passing by to check the view on their way to Hana and its famed breathtaking scenery. The beach is split into two distinct groups and hang out spots. Pavilions at the near end as you drive into the beach, is the local surfing stronghold and in the olden days, obvious 'Euro' windsurfers were strongly advised to avoid eye contact with the hard core locals. Pavilions actually has a couple of shelters, showers and a barbeque area but none of the windsurfers ever use these facilities, as they stick to their own end of the beach up towards the life guard tower. Nowadays the scene is a little bit mellower than the nineties but still its best to drive slowly and keep a low profile when passing through 'Pavils'. On an average day there can easily be two to three hundred surfers on the water at any one time spread across the breaks of Pavilions, Middles and H'poko down off the rocks. Today the wind is already filling in and the surfers are giving way to the inevitable takeover from the windsurfers. Somehow these two tribes coexist at this busy break but on more marginal days plenty of conflicts can take place.

9am: The lifeguards show up for work, ready for a busy day at the office. Not only are these guys on hand for any life-saving rescues but also a major part of their duty is to police the break. No windsurfers allowed if there are more than ten surfers, and no kites are allowed if there is more than ten windsurfers or five surfers. A couple of simple rules but kind of frustrating sometimes when its windy and eleven surfers are holding the break to ransom while the windsurfers are stuck on the beach or forced to head down to Lanes.

RIGGED AND READY

10am: Located at Mile marker 9 on the Hana Highway, Ho'okipa by 10am is already a hive of activity. NeilPryde have already staked their claim close to the guard rail in the parking lot and the likes of Robby Swift, Jason Polakow, Jules Denel and Antoine Albeau are already rigging the 2015 sails ready for a busy day on the water. The North/ Fanatic Team are also on site early, rigged and ready to be out on the water as soon as the surfers are clear.

11am: Local photographer Jimmie Hepp is already down on the rocks ready for a busy day of action at the office. In his late sixties, Hepp has been shooting Ho'okipa for many years and shows up day in day out to shoot, pros and amateurs alike. First on the water and most hungry for the action is Ricardo Campello, on his new Point 7/ Patrik combo, out to prove a point to the NeilPryde guys that they might have made a mistake leaving him off the 2014 Team.

HAWAII

I have to say that Ricardo was a standout during my time on Maui and also one of the guys that clocked the most hours on the water, the sponsorship change seemed like it was putting an extra spring in his step. Levi Siver is also on deck early today along with his film buddy Jace Panabianco hoping to score some footage for their latest movie projects.

Every sailor that hits the water at Ho'okipa has to enter the water through one tiny strip of sand marking a small gap in the reef. For the first timer this makes the launch, all the more daunting. First up you have to head out through a shallow choppy zone and then head out alongside the rocks where the wind is extremely gusty and fickle. Many sailors have come to blows with the rocks before even making it out the back where even more intimidating challenges lie ahead. It may be the most famous windsurfing break on the planet but be warned, Ho'okipa certainly isn't a kindergarten playground and once you are out into the gladiator pit, only the toughest and most skilled return as heroes to the beach.

HELICOPTER SESSION

11.30am: Just as Kevin Pritchard and Graham Ezzy head out on the water savouring a relatively uncrowded early session, a helicopter appears from down the coast signalling for twelve NeilPryde riders to head into the water for the next frenzied hour. Photographer Jerome Houyvet and Elliot Laboe on video duties are strapped in with the doors off ready to shoot their prey. Within minutes the team are all going nuts on the water beneath the whirring blades of the chopper. It's a great spectacle for the crowds watching from the hill while everyone raises their game and goes hell bent to score the big shots. New signing Leon Jamaer cranks a huge aerial but can't hold on and his gear is swept onto the rocks. Jamaer is the first of many who will come to blows with the infamous boulders off the point at Ho'okipa. Right in front is a very heavy rip sweeping down towards Lanes and if you ever lose your gear at Ho'okipa and end up anywhere near the rocks the best advice is to swim like hell with the current and chances are you'll be swept clear and save a nasty experience and possible broken equipment.

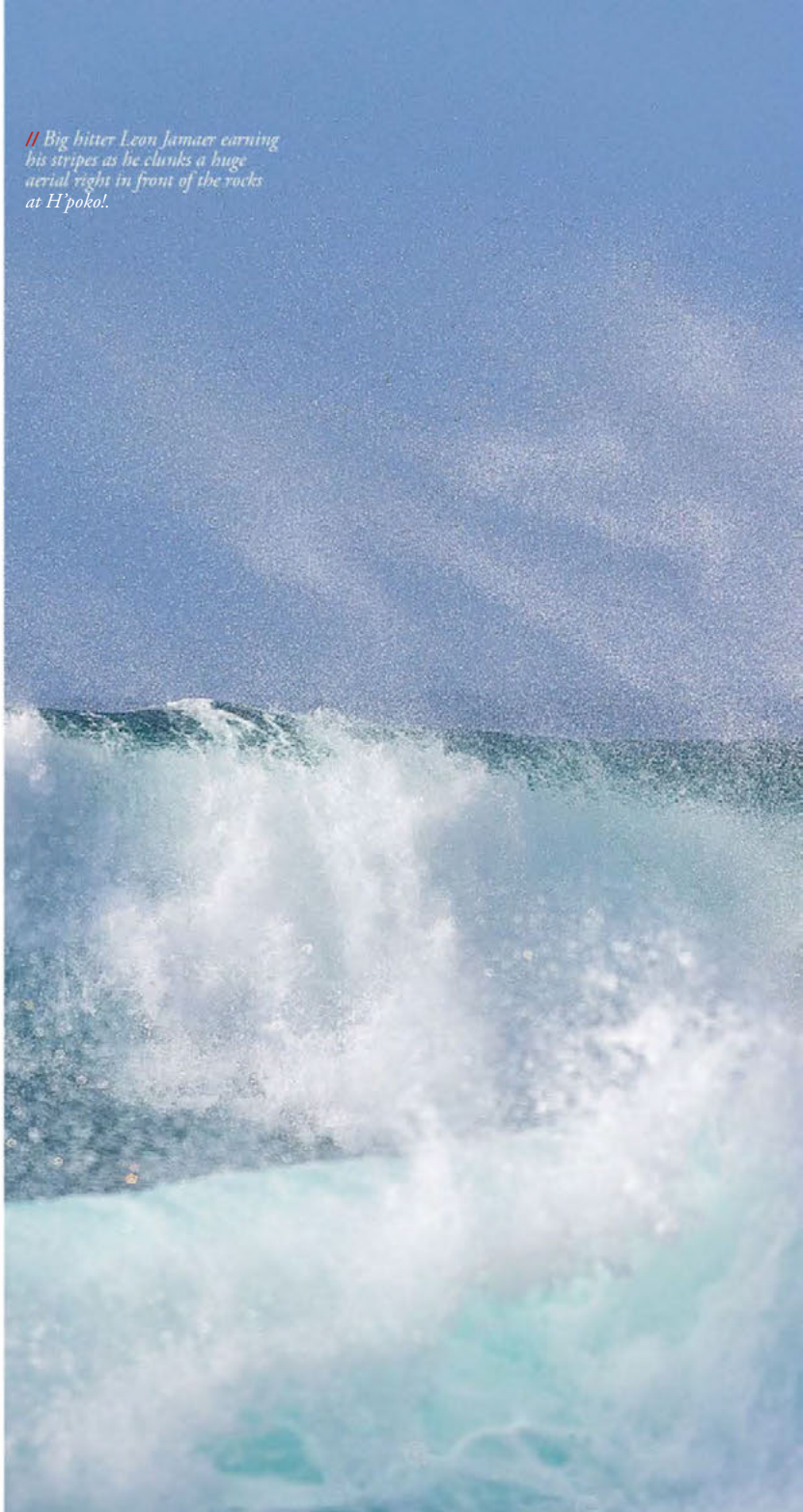
FULL HOUSE

12am: By midday pretty much all of the 170 parking spots at Ho'okipa are filled with even more late comers trying to squeeze in. Ho'okipa is packed both on and off the water. The waves are solid mast high which does keep the numbers down slightly but there are still fifty or so sailors battling for waves, with the Pryde guys still shooting in the thick of it all.

1pm: Just to add to the drama, Ricardo Campello decided to fly his drone over the water at Ho'okipa. The four blade quad copters are becoming a common sight at windsurfing and surfing beaches round the world and offer a relatively cheap, heli perspective of the action. Ricardo almost seems as fearless with his drone as he is out on the water windsurfing.

2pm: It is my turn for a ride in the helicopter for the Fanatic/ North Shoot and it looks as if I have lucked into some of the biggest sets of the day. The thrill of being up above the waves just a few feet away from sailors smacking huge aerals is pretty awesome. We are up above Ho'okipa right over the rocks and it's pumping and regardless of any fear the riders will be forced to hit any section that confronts them when the helicopter is overhead.

// Big bitter Leon Jamaer earning his stripes as he clunks a huge aerial right in front of the rocks at H'poko!





Victor Fernandez, Klaas Voget. Adam Lewis and Allesio Stillrich are all going off for the camera with Fernandez leading the charge with some huge aerials over frothing avalanches of white water. When I change memory card I have to grip like a vice in fear of dropping a full one in the water below! Now that would be painful. Lots of decisions have to be made when you are flying around, like which rider to choose when the best sets roll in and guiding the pilot to line up for the perfect shot.

2.30pm: With business taken care off, the likes of Keith Taboul, Robby Naish and Francisco Goya all roll up for the afternoon session. Naish trundles into the car park in his ridiculous Ford F650 which easily takes up a couple of regular cars parking spots. Luckily the thing is jacked up so high Robby is able to park over the top of some boulders on the slope where

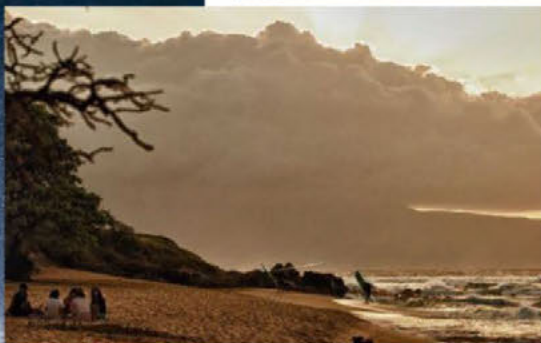
no other car is able to manoeuvre. At 51 Robby is still ripping just as hard as ever and only a fool would even consider dropping in on the King, so he still gets his fair share of waves! Taboul and Goya are both hard core sailors who still have to work nine 'til five but on the special days there is always a space blanked out in the diary for them to score a few hours on the water.

2.45pm: Midway through the heli' shoot and the sets are pumping in and the wind is solid although it is kind of choppy and not that perfect glassy Ho'okipa. As well as the North and Fanatic guys on the water, the likes of Philip Koester, Keith Taboul, Ben Proffitt and Boujmaa Guilloul are all ripping. It is one of those days where there are cameras clicking from every possible angle, land, helicopter, water and even Ricardo's drone!

**“ HO’OKIPA MAY BE OVERCROWDED AND A
TOUGH BREAK TO CONQUER BUT NOBODY
WILL EVER ARGUE THAT IT DOES NOT
DELIVER THE GOODS ”**



*// Philip Koester is kind of
underestimated on starboard tack,
check out this cuttie and you will
see what we mean!*



3.15pm: Down below I clock Boujmaa fly into a huge stalled forward loop, and even from the air, which tends to make jumps look lower, he seemed to go up and up like a bird. The guys from xsensr actually had a sensor on his board at the time and the height above sea level was clocked at 43 feet! That's not bad but a few years ago Levi nailed a 52 feet back loop at the shadow box jump off while Boujmaa stuck an enormous sixty two feet straight air.

WATER TIME

4pm: Finally with my head still whizzing, I am back on dry land headed through the traffic from the heli port back to Ho'okipa. The congestion late afternoon is always a pain in the ass (and gets worse every year) and it takes time to creep all the way from Spreckelsville, through Paia and up the last stretch of the Hana Highway to the Ho'okipa entrance. Once past Mama's Fish House you can see the surf and all the sails flicking in and out at Ho'okipa. Over my years of watching I can usually tell who is out even from half a mile down the highway. That distinctive pink sail of Naish or the Blue and Black Point 7 from Ricardo or Koester on his bright red Severne sporting that huge Red Bull logo at the top are all out there tearing up the waves.

4.30pm: The NeilPryde Team are at it again with a second helicopter session. This time down at Lanes to escape the Hookipa crowds. Back at Ho'okipa, Robby Naish, Campello, Boujmaa and the North Fanatic Team are back out ripping it up for their final session of the day. Looking down at the sets rolling through, I am sure Pryde are scoring some epic shots and no doubt many of these will be seen in their 2015 catalogue. With a 'heli' shoot and land shots in the bag its now time, for me to take a swim into the water to join the likes of Simon Crowther and Julien Schlosser from France who are already out there shooting. For the photographer, it's the same route out round the rocks and then go with the current and head back up into the line-up. Quite often there are several other shooters in the break and on the busiest days there can be five or six which can be dangerous because there are no safe routes for the sailors to bang the lip and land. Either way it can be great fun swimming in the waves, although the dangers are obviously there with certain sailors taking unnecessary risks and landing right on top of you. Once in the line up its all about positioning and being in the right place at the right time, while also making sure you don't get mown down by an out of control sailor looking for heroics.

HAWAII

// Legends don't come much bigger than Francisco Goya; a sailor who made his name charging at Ho'okipa!



Last year I was whacked in the neck after a full power spinout from Japanese sailor Nishida Waka (ironically) and thought at the time it was game over for me but luckily I did not drown! At least she bought me a twelve pack of beer to say sorry! A few years back I remember Robby Naish having a similar encounter with local photographer Rick Leeks which ended up with Rick having half of his face slashed off and a very expensive bill for plastic surgery. I guess I was lucky and the beer didn't taste too bad either up on the rail after the session!

THE LATE SESSION

5pm: The late session is often the best and today is no exception. With the winds swinging slightly more offshore and cleaning up the waves in the process, there are some really sick waves to be ridden late in the day as

the sun starts to fade behind the West Maui Mountains down the coast. While many guys are fatigued from a whole day on the water, the smart and the patient ones can now score their fix without quite so many sails on the water.

5.30pm: Back on the beach most sailors take their time de rigging while they talk story about the day gone by. Wooden slats are set over the steel guard rails at the top of the car park and this is where most people sit and catch up with friends post session. The craic all goes on here, normally led by Ricardo or Kai Katchadorian on who was going the hardest or had the biggest wipe out (also normally Ricardo!). Chances are the conditions will fire again tomorrow and we will all go through the same routine over again in the morning.

MARCILIO AND KEITH ARE ALREADY RIDING THE NEW SAILS

GOYA

WINDSURFING

MARCILIO BROWNE & KEITH TEBOUL AT HOOKIPA BY SOPHIE LOUCA

01924 445594 152 LEEDS ROAD, HECKMONDWIKE WF16 9BJ

ZERO GRAVITY DISTRIBUTION CO. UK

ZERO GRAVITY DISTRIBUTION



Ho'okipa may be overcrowded and a tough break to conquer but nobody will ever argue that it does not deliver the goods, time after time and that is why many have made this place home and photo shoots keep coming back year after year.

6.45pm: The sun finally goes down and the last surfers catch that one last ride!

7pm: The gates at the top of Ho'okipa Car Park are locked and it is a wrap for another day at the world's most renowned windsurfing break. That same routine has been taking place at this beach for the past twenty years. A tribal gathering of windsurfers and surfers, sharing these incredible waves deep in the heart of the Pacific Ocean.

IF ONLY!

7.30pm: If I was a millionaire, on my way home, no doubt I'd be calling in at Mama's Fish House for cocktails at sunset followed by a slap up meal. Unfortunately Mamas is one of the most expensive restaurants on Maui, so it's a quick stop at Minute Stop in Paia for a six pack of Longboard Draft beer and then grab a fish burger at The Fishmarket for tea; yum!

9pm: Well as if the day was not busy enough, it's now time to download cards, recharge batteries and edit photos. The forecast for the 5th is almost the same, most decent swells usually last a couple of days and after a taster today, no doubt all the sailors will be frothing for more..

11pm: Local photographer, Jimmie Hepp and Fishbowl diaries shooter, Sofie Louca have already posted their daily albums from Ho'okipa and the whole world can see shots from the day within hours of the action taking place. Gone are the days where we would be waiting three months for the next issues of the magazine to hit the shelves so we can all see the exclusive shots. Times are changing that's for sure. Regardless of its social media exposure, Ho'okipa is still one of the best places in the world to watch and witness the elite athletes in our sport push their wave sailing boundaries to new limits. I can't think of many sports or spots in the world where anyone can roll up, take a seat in the sun and watch the very best train and perform to the top of their game and all for free. I will be back next spring to watch the show and hope to see you there too, as a windsurfing fan, it's one of the ultimate experiences and one you'll never forget! 🍷

// Robby Naish, still got what it takes after all these years!



BEN SEVERNE
MAURITIUS

KIRILL UMIRKIN

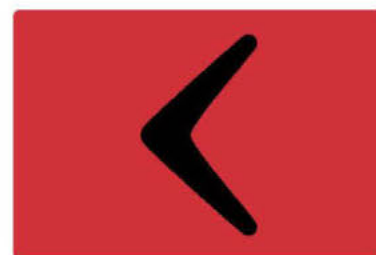
TUSHINGHAM SAILS LTD
+44 (0)1832712140 info@tushingham.com



SWAT

4 BATTEN CONTROL ORIENTED WAVE

"I love the simplicity of the SWAT. This sail ticks all the boxes: it's lightweight, full X-Ply, strong and controllable. Its loaded with features; SpiderFibre, Double Seams and 100% X-Ply. The 4 batten layout means it's soft, forgiving and just really easy to use in all conditions." **BEN SEVERNE**



SEVERNE

DIAMOND HEAD - OAHU

*// Josh Stone showing
his son Harley the ropes
at Diamond Head,
Oahu!*





THE FULL CIRCLE!

Words
HARLEY STONE
Photos
STEVEN WHITESELL

Former World Champion, **Josh Stone** and best buddy, **Brian 'Irie man' Talma** decided to head over to Oahu for 'old times' sake' but rather than going solo, they brought along Josh's son, 15 year old Harley Stone, for his first induction on a 'boys only' windsurf roadie. Smart as ever, Josh made sure his son's first homework duty after they all made it back to Maui in one piece was to write the whole thing up, rather than do it himself ! Harley's best efforts were then handed over to our editorial department for marking and earned him a gold star, which is much more than JC normally achieves !

More importantly, the message that came across in his text was the magic of sharing windsurfing experiences across the generations. For most parents amongst us, merely watching your children take part in a sport is a pleasure in itself but to actually participate alongside them at a high level, with all the adrenaline windsurfing brings, is something unique to our sport. Read on, as Harley tells his gold star tale.

TALES FROM THE PAST

Ever since I can remember, my dad and his best friend Brian Talma have been reciting tales of windsurfing on the south shore of Oahu at Diamond Head. I'd heard countless stories about six hour windsurfing sessions, the "biggest wave sailing" event in history and the infamous gnarly walk from the road down to the beach. To me it felt like they had a never ending amount of fun times and experiences and I was determined to see it with my own eyes. Then last July when Brian was over visiting from Barbados, my chance came! A hell forecast appeared on the weather map and after some negotiations we were given the green light from mum for our first proper boys trip away!

FRUSTRATION

We left Maui at 8.00 AM and landed on Oahu to be greeted by my wonderful grandma. We loaded our gear into Ma's (the name my grandma likes us to call her) truck, and I could not wait to get down to the beach at Diamond Head where both dad and Brian kicked off their professional careers back in the nineties.

**“ I SAT ON THE PLANE COMING HOME, REMINISCING
ON HOW MUCH FUN WE HAD ON SUCH A SHORT 48
HOUR TRIP. I REALIZED I WAS FINALLY INCLUDED IN
AN ACTUAL WINDSURF TRIP WITH MY DAD AND
BRIAN WITH EXCELLENT ACTION AND GREAT TIMES ”**



*The Ivie Man Bryan Talbot
checking out the scenery from
the top of his back loop.*



Brian had setup a meeting with the photographer, Steven Whitesell, at the top of the Diamond Head lookout, but not before some traditional Hawaiian "local" cuisine. Even though I was crying to get to the surf, (because it did look epic from the aeroplane window) Brian made us stop at one of his favourite local shops so he could load up on spam musubi, manapua, and of course his staple, poke. For those of you who have not been to Hawaii, these are considered delicacies. Yes, "spam" musubi, which is a rice ball with a fried piece of spam wrapped in nori seaweed, manapua, which is a sweetbread stuffed with pork chasiu, and poke, which is usually ahi tuna diced into cubes with onions and various sauces. It may seem like a strange breakfast, but for Uncle Brian it's power food. At least we were all set for the day and now it was time to ride!

FIRING

Even after all the distractions, we were at Diamond Head by 11:00 AM. The conditions from the lookout, high above the break, looked firing. I saw epic, windy, logo high surf with nobody out. The light blue water was such a contrast to the dark blue on Maui, and the surf was breaking all up and down the coast. When my dad and Brian looked over the edge to the water, I saw memories flood into their heads. The windy conditions were contradictory to what my dad and Brian told me, that it was "never" really windy at Diamond Head. They were so confident, they didn't bring small sails because they were 100% sure we would not need them. Luckily I had snuck a 4m into my board bag !

THE WALK

At the parking area I was introduced to one of the unique experiences I was hoping for. Brian showed me how to prepare for the "Diamond Head carry". Because the gruelling walk to the launch is a long, steep hill, it's important to have all of your gear tied together so that it doesn't fall apart on the way down. You definitely don't want to make multiple trips, so I learned how to use the outhaul to tie off the mast and sail in the front and then the downhaul to tie off the back end and finally my harness to hold the whole package together. I could have walked miles setup like that downhill, but I had no idea of how painful it would actually be when we eventually walked back up!

Rigging up on the powder white sand beach, my dad and Brian continued to trade off all kinds of stories from the old days. I must have been a lucky charm since my dad said this looked like one of the best days at Diamond Head he had ever seen. Uncle Brian, sure that it wouldn't be windy, brought down a 5.7 sail and oh boy did he pay for that one. It was only my second time windsurfing port tack so I didn't feel very confident in the beginning of the session, but as the long hot day went on, my sailing slowly improved.

OVERPOWERED

The wind was blowing as hard as Maui and I laughed as I saw Uncle Brian let go of a huge back loop totally over powered. He did impress me with his wave sailing with some beautiful, hard hits. My dad looked so much in his element, catching every set, hitting every lip and nailing some huge back loops. I could tell he had spent a ton of time here and it looked like all the magic came back to him immediately.

We basically had the break to ourselves with our friend 'Happy Hal', a Diamond Head die hard, and two Italian windsurfers to keep us company. It was an excellent day of action packed windsurfing, with some really hot moves, beautiful scenery and tons of laughs and fun, especially Uncle Brian running up and down the hill to switch to smaller sails all day long.

After sailing for countless hours, we decided we would try to catch sunset in Waikiki on our SUP boards. I looked up the hot, steep path, I felt I would almost rather spend the night on the beach then make the trek up I, but SUPing in Waikiki sounded like a lot of fun so up I went, listening to dad and Uncle Brian complaining about how much heavier the gear was when they were younger! One thing for sure, it was never a dull moment hanging with my dad and Brian.

DIAMOND HEAD, OAHU

WAIKIKI

Walking through Waikiki before sunset with our SUP boards was an experience in itself. Tons of tourists and locals backed the beaches and the energy level was crazy. We finally pushed our way to the Duke Kahanamoku statue and decided to play tourist and grab a photo for posterity's sake. It was funny because the tourists started taking pictures of us while we posed in front of the statue. Kind of ironic I thought.

The Waikiki surf was glassy, soft and velvety as the sun set over the ocean. The warm water with Diamond Head glowing in the background was soothing after a long day and even the throngs of people sharing the waves couldn't bum me out.

When we finally made it back to my grandma's house, she was not happy to see all of us burnt to a crisp so we took her out for dinner in Kailua, where my dad was born and raised. We went to Buzz's Steak House on the beach, one of the oldest restaurants on Oahu. The food was excellent and we had lots of laughs reminiscing about our day. Never know, one day I might bring my future son or daughter on a trip like this and talk story about this very day in the future!

GRINDS

In the morning of the second day, it was hard to prize myself out of the comfy bed, my muscles were hurting so bad. My only inspiration was knowing that Diamond Head would be firing again, and that we were also going to score the best fried rice on Oahu. It is tradition for my family that whenever we visit Ma we go to Time's Restaurant, right next door to the Naish Shop in Kailua because of their famous fried rice. We got a chance to catch 'Rolly Naish', Robby's brother, opening the Naish shop after breakfast and check out the shop. It was cool to see where it all began so many years ago.

Oahu traffic blew my mind. It was so crowded on the highway, but we pushed through and got down the cliff by 9:00 AM with full stomachs and very big smiles. After another great session we decided we would check another spot called Niu's, one of my dad's favourite windsurf spots in the world. To my dad's dismay it was too low a tide at Niu's to make it out to the break, so we decided to go body surfing at Makapu Beach near Waimanalo.

We drove around the point after Sand Beach and saw a beautiful view from the lookout. I was able to see the stunning ocean around Rabbit Island for the first time and my dad told me that when he was younger he made the paddle from the beach to the island, three miles away, on a short board. We took some pictures looking out over the crystal blue ocean and then hiked down to the shimmering white sand beach to hit the water.

SUNSET SESSION

It was only an hour long session, but a lot of fun getting pounded in the shore break. It was only 4:00 PM and we weren't finished yet. We wanted to get better sunset pictures in Waikiki, so after grabbing my Grandma's husband, Pa, from their house, we made the long drive back to Waikiki, and we were running out of light. We raced down the Pali highway with our gear packed in the back of Pa's truck and were lucky enough not to hit any traffic. The sunset was at 7:00 PM, and we had made it down to the beach at 6:30 PM, just enough time to get the last light.

It only took fifteen minutes for Brian, Stephen, and I to get out to the surf. It was the prime hour for sunset shots and really nice waves, so Brian and I had fun riding our Naish stand up boards looking at the sun hit Diamond Head and the Buildings of Waikiki. Our flight back home to Maui was at 8:50 PM, and we had all the experience I came for. We said bye to Stephen, searched for a place to get food, but we were cutting it close. We finished eating dinner at 8:15 PM and making our flight home seemed impossible. The only reason we made it to the airport on time was because of Pa's driving skills that he had inherited from living in New York City. Our bags were checked in and we were home free.

// Harley Stone grabs a few waves before Josh dishes out the homework!



// Windsurfing legend, Josh Stone ripping it up on the boys road trip!





THE FULL CIRCLE!

I sat on the plane coming home, reminiscing on how much fun we had on such a short 48 hour trip. I realized I was finally included in an actual windsurf trip with my dad and Brian with excellent action and great times. The importance of the trip was not just windsurfing epic Diamond Head and watching the sun fall onto the horizon at Waikiki, but creating memories and experiences. This trip is what I have dreamed of doing ever since these guys started telling me their stories, and now I am a part of the story. I can't wait to create more of my own....Harley Stone!

JOSH ON HARLEY

What did it feel like when you first taught Harley to windsurf?

JS - Harley didn't have any real interest in windsurfing until he was about 11 years old. I remember I took him on his 1st SUP down winder from Maliko Gulch to Camp 1 and it was blowing its brains out that day. Taking him way out to sea on a gnarly day like that changed him. It seemed to get him over a fear of that crazy Maui Ocean. That day he sat at Camp 1 and actually "watched" me windsurf, something he never really did before. When I came in he said, "Dad I 'really' want to learn how to windsurf so I can do loops and fly around like you." Of course I was stoked beyond words, but I knew from experience I had almost zero patience for teaching someone how to sail, but this was my son after all. So I told him there were two ways he could learn. The fun way with an instructor that would take a long time, or the quick way with daddy that would really suck. Without hesitation he said, "The quick way!" That summer I spent almost every day at Camp 1 with Harley in 4 knots of wind. The kid was so insanely talented that even in the windiest summer ever, he was getting upwind in a week, water starting in a month, jibing consistently in two months, and jumping in 3 months. He did his first forward loop within a year of starting windsurfing and won the youth event at the AWT in his second year at Santa Cruz. I have never been more proud in my life than watching Harley progress. No world title or single event moment comes even close...it's crazy!

How has it been watching him improve as a father and finally be able to come away on a surf trip and share that experience with him?

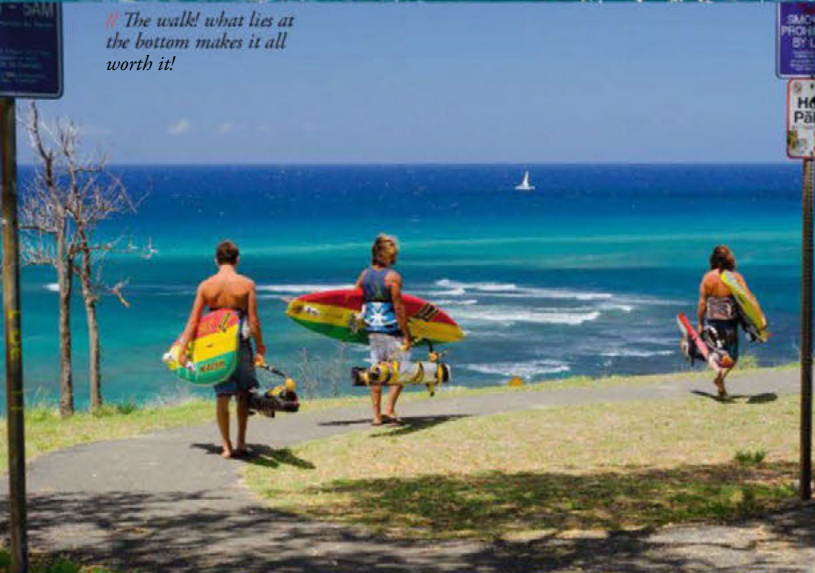
JS - Watching him improve is one of the biggest rushes ever for me, but he is almost at my ability and will soon be past it. We go on a lot of surf trips with the family, but this Oahu trip was our first 'windsurf' trip together outside of competition and it was such a blast. He had trouble switching to port tack of course, but he made the best of it. Again, I couldn't be prouder than watching him learn and progress.

Are you a pushy parent or do you sit back and let him find his own way?

JS - When he specifically asks me to teach him something I am a real asshole. I think people on the beach were ready to call social services on me when I first was taking Harley to Hookipa...hahaha...but he understood it was the only way I could do it and wanted the progression. He knows I love him a lot, so he could take the abuse. Now he's pretty much on his own because his level at Hookipa is getting up there, so I take a back seat now and let him progress on his own, but I'm always there if he needs a few pointers.

Does Harley want to turn pro and what words of advice would you give him?

JS - That's a good question and one for Harley really. He has the talent to turn pro for sure, but it takes a huge amount of energy and drive focused only on the sport. Harley has been lucky enough to grow up on Maui where there's so many fun sports to do and he loves to do them all, not to mention he's really good in school. My advice that I give him now is that if he goes pro he needs to dedicate nearly all of his time to it because you can't do it half ass. To do it half ass would be a sure path to failure. I think the telltale sign will be when he decides to spend six hours a day windsurfing instead of surfing and all the other fun stuff to do on Maui. Only time will tell, but I'm 100% confident that Harley will be one happy man! 🍌



!! The walk! what lies at the bottom makes it all worth it!



! Rigging session at Diamond Head, definitely less crowded than Hookipa!




DAVE WHITE

*// No fear! Whitey goes over the handlebars
fully committed as usual.*

Words & Photos
DAVE WHITE

THE LAST TIME

Dave White is a stalwart of windsurfing, few people embrace the sport and lifestyle with such passion. Alongside his fun, positive personality comes a side that is fittingly philosophical for someone who has had more than a few major illnesses and injuries. With a love for the banter and more than a few outrageous tales, read, laugh and enjoy as **John Cater** quizzes the mighty Whitey with the probing questions of 'The Last time' !



**“ MAYBE I’M
A BIT ODD IN
MY THINKING
BUT I FIND A
POSITIVE IN
EVERYTHING ”**

Last time you had a killer windsurfing session?

I am pleased to say that was my last but one sail. To be honest, I have not fallen in love with Cape Town, it's gusty at best and that doesn't suit the bigger sailor, though my opinion changed dramatically when we turned up at Paternoster. The swell doesn't always get in there too often so when we turned up to see surfers catching endless waves peeling over their heads I had that sinking feeling, it's picture perfect, the times I don't get to sail !. Sure enough I was stuck on the point shooting down the line as the team took it apart. An hour passed and I declared the sun too high in the sky to shoot, guess I might as well go out !

I know we've all heard it before "best ever" and all that, but this really was. I came off the water claiming I'd like to buy the house on the corner of the beach, this place flattered my sailing, ok, so it's nothing like the guys I'd been shooting and I'm pleased to say there's no video evidence, I mean there's no point in coming off the water feeling like the man and being proved otherwise. As if I wasn't sold on this place already, the sun dropped and I bagged some of the best shots I've ever taken in South Africa.

Last time you sailed until your body couldn't take any more?

Didn't I say I wanted to buy a house at Paternoster? It's everything I said it was, so I was pushing for a return trip the next day. With the best shots coming from the evening I suggested I got out there first. There's no point in running around with some of the world's best if you don't take advantage so I'd been asking Skyebob what I had to do to better my wave riding. So after a few warm-up waves it was time to put his advice into action, push out into the flats and push into the bottom turn. There was more instruction to follow but I didn't get past the push in the bottom turn as my Achilles tendon snapped. It went off like a gunshot so I knew something was wrong. As soon as I got back to the beach I ran my finger down the back of my leg until it popped into a hole, that was the moment I knew my body couldn't take any more !

Last time your computer crashed?

September 2014; until you have a proper meltdown, you just don't know how bad it can get. 4TB drive seemed a good idea; all my pics on one drive catalogued and easy access. Took a month to clean out the rubbish and sort out the good stuff but it was worth it, until it went down. £1200 later and there's three lessons learnt. Double the disc size, quadruples the recovery cost. You don't get everything back. Always have a backup.

Last time you shared a wave?

Everyone !, I'm one of those annoying sods that'll jump on a wave with you hoping to learn something while probably wrecking your wave in the process, though there's always one you remember. I'd just got over cancer and was topping out the scales at 130kg when I went to Ireland to watch the PWA.



After the event was over I was out for one last session before heading home, gybing onto the wave in front of me was Bjorn Dunkerbeck, I took the next wave where I could watch his moves and try and follow suit (in my mind). His wave started jacking up when he looked over his shoulder and backed off to let my wave pick him up. To be honest I wasn't sure what to do, follow suit and take the next wave, run down the wave and get out of his way or start screaming about how this was my wave! Fortunately I was still deliberating when he waved his arm to indicate I should go for the bottom turn, as I did he fell into my tracks and mirrored my every turn. While I'm sure it would have been the least exciting wave of his life, the thumbs up as he called out "Good to see ya back" is a memory I will always cherish.

Last time you were in trouble with the Law?

That's an easy one, speeding, actually that's been my only but regular clash with the law. Best advice, be nice and talk, you might not get off but it'll be cheaper in the long run.

Last time you went over the handlebars at full speed?

The Ray at Southend can be so smooth, going over the handlebars is something you don't think about, though that's when you get caught out. When the tide gets super low the chop no longer washes out over the far shore but bounces back to create a short sharp chop nearing the end of the speed run. The upper section is so smooth it's easy to forget the impending doom, keep it pinned and you can make it over but sometimes survival instincts kick in and you ease off, which is just what you don't want to do. During the 'Driven by wind' event two riders dislocated their shoulders while others just battered their ego's. I'd like to say it's friendlier to us locals but alas it shows no mercy and I can tell you first hand there's nothing quite like it. One second you feel like the king of the world, the next you're flying over your sail before smashing at fifty miles an hour into the sea, and yes, it does feel like concrete.

Last time you had a non-stressful day?

Stress is what you make it! Give me 12 months to do something and I'll do it on the last day of the year, I guess I like the stress and in honesty the only day's I don't give myself that motivation is in hospital. Actually I quite like it there, even if you don't want to, you've got nothing to do but doze, I sleep so much better there I bought a (posh) hospital bed for home. It hasn't helped me sleep so I think it must have something to do with the nurses, not that the wife will let me bring one of them home!

Last board you really loved?

Sounds like a marketing moment but the new RRD Freestyle wave. For me the love comes when a board improves your sailing in a big way, last time I had that big a change was way back with F2 when Patrick Diethelm made me a custom Style.

Last time you got really angry?

I did all that when I was in my teens, though any parent with kids will say there has to be the odd occasion you lose your temper, and you know what, they're right!

Last time you prayed?

Easy one that, 140mph, Lexus, a tree and a moment in life where you're brain slows time beyond that of the very best high frame rate cameras.

Last time you made a final?

Tiree Wave Classic. It's probably the longest target I ever had. I was at the second event held back in the 80's, somehow I walked away with a trophy for fourth. Everyone remembers his or her first trophy right! Not that you normally get one for fourth. I've been going back over the years and somehow everything came together this year. You always need luck to be running your way but after the first round of sailing I was sitting in 1st place with zero chance of wind for the rest of the week. Hmmm, never say never. Just when we thought it was all over but the prize giving, a sniff of wind had us amassing at the Maze, offshore and uber light, this was not for me. Big Davey had won this event almost as many times as it had been run and he was on a charge, coming up through the rounds with energy until Kyle McGinn stopped his run. I floated out and as predicted was back on the beach fifteen minutes later licking my wounds. Heading back out for the deciding final I guessed this was as near a chance as I would ever get, so I guess competitive spirit took over where talent failed as the result was a close call. So close, only the rulebook could call it and fortunately ruled in my favour. Honestly I can't tell you how much that one meant, probably

more than anything I've ever won.

Last time you clenched your first in celebration?

Funny, I don't really get that defining moment, of late I've been doing the Masters wave comps, when you get the decision, the adrenalin of battle has passed. Speed sailing is similar, you might see 1st on the board as you cross the line but there's always someone still coming down the run that could upset the results. I've only been that last man once, we were in Sotovento for the Production Worlds and I was sitting in fourth with an impossible hill to climb. I'd banged in one good run but with the result based on the average of your best two runs I had only got up to third with only enough time for one more run. I'm a great believer that you don't get anywhere with out a little luck and this last run turned out to be the proof. I'd hooked up a flying start and struck gold as a huge gust hit me from behind, I could hardly hold on when I felt my boom creak and groan under the pressure before the backend exploded. I could almost feel my blood boil as I thought, what the heck, I might as well see how far this shit will get me down the beach, when it was suddenly replaced with "but I am still flying". Actually I felt more powered than I'd been all week, not a comfortable power but who's complaining. I looked back at the boom end to see both retaining clips had shattered and the boom end had slid inside the boom. Somehow friction had stopped it sliding in all the way but just enough to add power to the sail and open up the leach. I still don't know how it held so didn't expect to cross the line let alone see first flash up on the screen. I let everything go and punched the air with excitement, I'd made the podium! Ten minutes passed before Karin Jaggi came over with the news I'd won, "thanks", "no you've won!" she said. Don't get me wrong, I was happy to take the title but honest enough to say I didn't win, the others just lost.

Last time you tidied your bedroom?

I'm not prepared to answer that; it will only cause me pain.

Last time your car broke down?

If running out of fuel counts, then five years ago on the M25, exactly 100m away from where I'd run out of petrol three days earlier... you're never too old to learn.

Last time you had a really bad day?

Maybe I'm a bit odd in my thinking but I find a positive in everything, ok, so I didn't want to end my Cape Town trip the way it did. One the upside I was upgraded to Upper Class for the journey home and in truth I needed to concentrate on setting up Whiteboarders. As for the months off the water, I'm sure I'll be able to SUP soon and I needed to get my Achilles sorted out, its been annoying me for three years, this time next year it'll be stronger than ever.

Last meal you ate?

Pizza made by my son Reece. I've got to sit with my foot above my heart for two weeks and my wife's been busy nursing me so Reece said he'd cook Saturday night. Not sure where the boys get their interest in cooking, I could just about rustle up beans on toast.

Last time you got really drunk?

At the Boardwise demo, or at least that's what the wife tells me, she could be making it up as personally I don't remember it.

Last time you felt stoked with the world?

Ask anyone who really knows me and they'd tell you I see a positive in any circumstances, that doesn't mean nothing goes wrong but everything that's gone before makes you who you are today and I'm lucky enough to say I have a wonderful family, a great life and fantastic friends and is why I always feel stoked with the world.

Last book you read?

Is that a trick question, I'm a dyslexic. I did manage the Silence of the Lambs but as I read stuff that's not even there it wasn't a surprise the film seemed different. Since then I've stuck to audio books and right now I've been running with Lee Child's Jack Reacher in my ears.

Last piece of clothing you bought?

Sounds odd but I don't really buy clothing, if I'm shopping, it's for big boys toys, camera's, tripods, GoPro's, Drones and the like. My wardrobe comes care of RRD or when the wife and kids make me do the annual shop for jeans. Guess the only thing I choose to shop for that could be called clothing are shoes or slaps and with a UK 13 that's about as hard as you can get.

**“ I’M LUCKY ENOUGH TO SAY I HAVE A WONDERFUL
FAMILY, A GREAT LIFE AND FANTASTIC FRIENDS AND
IS WHY I ALWAYS FEEL STOKED WITH THE WORLD ”**



*// Dave White full speed ahead,
most probably lining up for a
legendary 'Essex Duck'!*

Whitey has an incredible flair for photography!



Last time you laughed out loud?

Watched Ted with the family two nights ago, sure I've seen it before but sometimes you can't stop it even when you know what's coming.

Last time you went for a slap up meal?

Any time I'm living in the van on my own, actually my cooking couldn't even be classed as a meal.

Last time you kissed a man?

It's not something I make a habit of but back in the mid 90's I'd burst two discs in my neck and couldn't compete in the production worlds so was asked to hand the crown over to event winner Roddy Lewis. I'd never understood why some people think everyone loves a late prize giving, when everyone's there for the after party. So imagine my annoyance when I saw Roddy walking into a restaurant ten minutes before he was due on stage. It was nearly two hours later before Roddy stood in front of five hundred pissed off spectators awaiting to be crowned king. Roddy's a mix of straight laced private man and too cool for school, so while his hand were clasped around his trophy I couldn't resist puckering up and planting a wet kiss on his lips, which went down better with the crowd than it did with him.

Last time you made the bed?

Boarding school, five years of hospital corners ensured I had a quilt from then on, and shaking a quilt doesn't count to making a bed.

Last time you cried?

My dad's funeral, sure we miss him, though he was such a big character you never stop feeling his presence, though it was seeing the roads around our town lined with all age groups that really got to me. Tears can be sad, come with pride or laughter, mine had an element of all three.

Last time you were conned?

My wife calls it gullible, I call it trusting, whichever it is I just hope this isn't going to open me up for a load more heartache. Actually I'd rather not say who's stitched me up, they know who they are and they probably don't care, I'm happy to say it hasn't changed me. I'd still rather be conned, than spend a life being distrusting, sure it will lose me money but it's not what enriches my life.

Last time you were romantic?

I brought Sally a diamond in South Africa so she could have it made into anything she wanted... so long as it is not an expensive ring, the diamond isn't that big.

Last time you broke a bone?

Don't get me started, I'm sat here with my leg in a cast, not a bone I know but can you imagine what it's like when I go into hospital. The administration nurse stands there with her clipboard and pen and asks "have you broken anything or had any illnesses", "where do I start" I answer before reeling off whatever I can remember. Both ankles have been in casts, cartilage in the knee, broken pelvis, snapped off my coccyx, fractured no11 in my spine, punctured my lung and lost a third of it in the process. I have broken the ribs in my chest too often to recall, though fracturing four next to my spine was a lot more painful. Tore ligaments off my shoulder and dislocated the other one twice, broken my arm, bent the plate and had the elbow jump out of it socket. Burst two disks in my neck and smashed my

head into the ground so hard it knocked off all the smell receptacles in my skull... oh yeah, and I had cancer.

Last time you were jealous?

Jealousy's a funny one; it all depends on the context. In marriage I think a little is a good thing; my mum always told me there's no love with out jealousy, the next time you see your wife talking to some good looking guy, ask yourself if my mum is right. On the other hand, I don't think there's anything wrong with wanting what others have so long as it drives you to achieve it. We all want to win the lotto right! Maybe I don't buy a ticket that often but my life is driven by the thought of winning the jackpot. Truth is, that "what if" is what drives me. Doesn't matter what I'm doing I always ask the question "what if I won the lottery", if the answer is "do what I'm doing" then I know I'm on the right track. Sure that "do what I'm doing" would have some embellishment, but isn't that what we all need?, a direction and goal to strive for. Only thing about the lottery that worries me is actually winning it, you'd have everything you wanted and want for nothing. Don't get me wrong, I don't want to be skint but we all need a little wanting, I mean, who isn't jealous of the guys who windsurf every day, but what if you really had too?

Last time you did something really embarrassing?

It's a dad's job to be embarrassing, though it's the fear of what you can do that keeps the kids on their toes. I was told you only ever get one chance at a first impression so when being introduced to your daughter's first boyfriend I guessed this was the moment. I have a knife that's a bigger, nastier version of Rambo's, so when my daughter asked me to come to the front door to meet her boyfriend it seemed to be a fitting companion. He was quite clearly unsure about meeting me and had brought along his mates for moral support. As he put out his wavering hand, I brought mine out from behind my back along with the words "Who the f**k is Rob".

Last time gig you went to?

Eminem in Cape Town, couldn't get any of the team to join me and Skye-boy was washing his hair so I took Roberto's nanny.

Last time you went on a non-windsurfing holiday?

Two years ago, the kids and their cousins and a bunch of friends wanted to go to the mountains, half skied while the rest of us boarded. Got to confess it's getting harder to stay in front.

Last time you stole something?

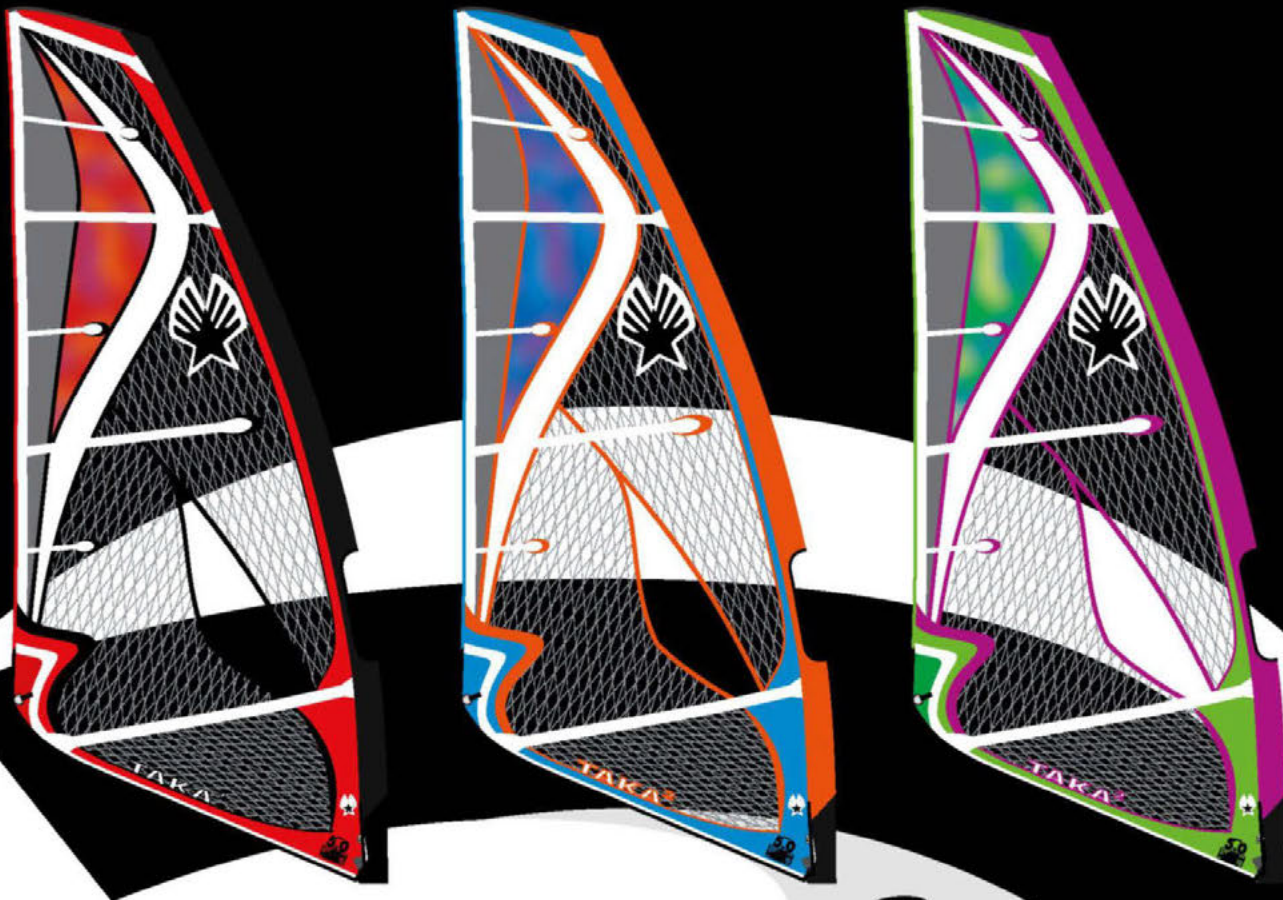
I was about seven, little sweetshop in my hometown, my best mate egged me on at the time. Thankfully I was caught in the act and shit myself so much I never did it again. Bloody good job, that mate ended up in jail later in life.

Last time you saw an amazing windsurfing manoeuvre?

Freestyle freaks me out. For a while it was quite boring, low spinney moves that all looked the same. Now it's so powerful you can see the energy, even if you can't understand the science. You should check out some of Hugo de Sousa's videos, I challenge you to work out what's going on.

Last time you jumped so high that you were scared?

Tried a push loop off a mast high wave in Hookipa, didn't push my arms out and landed with my neck on the boom, John Skye's still laughing about how messed up I looked.



TAKA²

Last year, we released the Taka: a **3-batten wave sail** that combined maneuverability with stability. We loved that the Taka's profile adjusted itself during sailing. **Power when you want it**, and none when you don't--like in the middle of a gybe or cut-back. But we wanted to make an even more stable sail, especially in high wind. To do so, **we re-shaped the foil** and added an **extra stabilizer batten** above the boom.

This makes the Taka 2 better in three areas:

- 1) **Improved high-end control** and stability thanks to the extended stabilizer batten.
- 2) **More power** in super-light wind because the Taka 2 holds a more rigid foil, which is especially noticeable when pumping for waves.
- 3) **The Taka 2 rigs on any mast** while still using our proprietary calibration system.

Size m ²	Luff Med	Boom Min	Boom Max	Ezzy Mast Base/Top	Base Extension
3.4	355	132	140	340 / 340	15 cm
3.8	371	136	144	340 / 370	16 cm
4.1	380	143	151	370 / 370	10 cm
4.5	391	152	160	370 / 400	6 cm
4.7	397	157	165	370 / 400	12 cm
5.0	404	160	168	370 / 400	19 cm
5.3	418	166	174	400 / 400	18 cm



ezzy.com

// Dave in rehab after his Achilles nightmare (Wish I had an official gym/ playroom, like that - JC!)



Last time you patted yourself on the back?

Every time I have something printed or I'm taking off at the airport. My teachers said I'd get nowhere in life. I'd love to see them read all the articles I've written or see the amount of passports I've filled up.

Last time you stayed in bed all day?

Two years ago, picked up a bug and watched Breaking Bad for three days straight. I'm known as the bed police in my house, only time I'll lie in until 9 is when F1 is on the box early.

Last time you had a fight?

Labelled early on as thick, there was no route other than fighting. I was born with a competitive spirit so don't fight younger or smaller were the rules I ran by. Believe me, there were plenty of times I took more than my fair share of beatings; after all I was in boarding school. The fighting followed me out of school and into work; when I was in a wheel chair with a broken pelvis and arm in plaster the fights came back to haunt me. Can't say it's the best position to defend yourself but the plaster cast came in handy. After a four hour wait in casualty, I'd not only been fitted with a new cast but had an x-ray that showed I'd bent the metal plate in my arm. A year later I'd given up the fighting, had a new plate and elbow and now I can't think why any one would want to fight.

Last time you picked up a hitch hiker?

I can't remember, does that make me a bad man or just a man in a hurry.

Last time you told a little white lie?

I'm married, so everyday "I won't be late" probably tops the list

Last time you spent your money frivolously?

I'm not going to answer that, I get far too much stick from the wife already. "JC, you should rephrase that, when was the last time he didn't spend 'OUR' money frivolously?" Sally.

Last time you read a windsurf magazine cover to cover?

Are you really asking a dyslexic that, though if looking at the pictures counts, then every time it drops on the doormat!

Last time you did a jump that made you scared?

Sometimes it's the fear of not doing it that gets you past the real fear. I was in Maui and having just put my glass back on the bar I stated "I'm going to do a double at Hookipa on Tuesday". Like the average guy who does a forward, I liked the idea of being able to say "yep, did a double", even if my singles aren't that proficient, so why the bold statement? Seeing the best of the world windsurfing, stood on the hill on Tuesday morning was just what that statement was about. "Whitey, are you really going to try a double" Francisco asked while the rest waited for me to back down. To say I was shitting myself would be an understatement but I'd amassed just

about everyone that would give me shit forever. First run out I couldn't get planing, the second run seemed to be going the same way until I caught a gust just ahead of a logo high wave. Can't say there was a lot of technique going on but sheeting in as hard as I could took me round enough times to land on my back to claim a double as I water started away.

Last time you chicken gybed?

Don't get into those conditions too often, though Coffin Rock in Ireland sticks in the mind. Saw the mountain of a wave blocking my way out, survival instincts took over and I chicken gybed just in time to be swallowed up by the white water. The following swim is something I hope to never experience again.

Last time you landed a new move?

Do you know how old I am I, completing moves I've already done is an achievement, though I was close to the one I really wanted to get in Cape Town this year. Everything must have been perfect, bottom turned on my first wave and before I knew it, I'd hit the lip and was in the air, enjoying the moment and picking my time to land and ride out of it. I landed back on top of the wave for what felt like an age before it passed under me. The feeling from those few days sailing in Cape Town is my motivation right now, it felt like I was finally improving and to be honest I can't get that out of my mind. So much so I'm doing whatever the doc tells me, as I know it's the quickest way to get back on the water. Guess I may as well apologise to everyone now, as I'm going to be a real pain in the ass the next few months. I know I'll struggle to stay behind the lens but I'll do it in return for getting back to that point of improving and pushing the level of my sailing. '☺'



// Father and son moment on holidays at Club Vass.

AC-X



NO CAM SLALOM

FORGET CAMIS



T³ BATTEN
ULTRABLACK
ULTRALIGHT SAIL

SIZES 5,2 | 5,8 | 6,5 | 7,0 | 7,5 | 8,0 | 8,5 | 9,0

The AC-X is developed to be the fastest sail on the water, without having a wide mast sleeve and cambers. The high-end performance will give you the high speed that you have always dreamed about with minimal effort and easy handling characteristics. Lightness and high-end performance of the sail even further in over-powered conditions. Power and enhanced stability in both low and high wind conditions combined with a very locked-in feeling only comparable to a cambered sail.



Zero Gravity official distributor of POINT-7 INTERNATIONAL LTD
info@zerogravitydistribution.co.uk • phone 01924 445594
Point-7 and all brands are registered trademark of Point-7 International LTD

point-7

BOUJMAA GUILLOUL



Words

BOUJMAA GUILLOUL

Photos

SEVA SHULGIN

MOROCCAN MAGIC

If you follow **Boujmaa Guilloul** on social media, it can't have escaped you that he has been scoring big this winter at home. Endless Starboard tack points and uncrowded waves, it looks and is an amazing coastline to call home. We caught up with the multi talented wavesailor for the low down on one of the best days of his winter and windsurfing in his beloved country.



**“ IT’S TRUE MOROCCO HAS SPOILED ME BY LOTS OF
ENDLESS RIDES WITH NO ONE AROUND AND WHEN
I GO AWAY TO PLACES LIKE MAUI OR BREAKS
LIKE MAURITIUS AND CABO VERDE, I REALIZE
HOW REALLY LUCKY WE ARE ”**





“ **THE** HIGHLIGHT OF THE DAY WAS A WAVE I CAUGHT REALLY FAR OUT, **RIDING** IT FOR A FEW MINUTES ! ”

Wow Boujmaa, epic images, tell us more ! :)

Boujmaa - So basically it was one of those perfect forecasts that we had been looking at for a week, with the team of the Yard Movie on hold waiting for a go. Actually the perfect day was predicted for the next day, luckily we didn't hesitate to go that first day as it went off ! The launch was a challenge, it involved launching in front of mast high white water from another bay, north of the break and then sailing downwind with some huge swells, it was pretty crazy ! I hit a fin on a rock and couldn't go back in to fix or change it so I just kept on banging it until it went back in and sailed on, lots of spin outs, which you don't want to happen in over mast high waves ! The highlight of the day was a wave I caught really far out, riding it for a few minutes ! and making it through some very long sections. At the end I got caught and broke the top of my mast which still didn't stop me from sailing. It was so good, fingers crossed for more insanity like this soon ! :)

Tell us about the Yard Movie

Boujmaa - The Yard is a movie about windsurfing and a bit of surfing, made by a Russian windsurfer, Seva Shulgin. Seva has made several windsurfing movies before and this one is about travelling around the world driven by the passion of riding the best waves in Maui, Mauritius and Morocco. It is funded by some friends and some Russian companies, together with the Wind channel team, who were filming with a Redcam.



LEADERSHIP

LEAD DON'T FOLLOW

OUR RACE <-> FREERIDE FLAT-WATER WEAPONS 2015

WARP F2015: all it takes to win World Cup or local races

S_TYPE SL: the brand-new cam performer

E_TYPE: the ultimate nocam Freeride performer

NORTHSAILS

WINDSURFING
2015



WARP F2015
World Cup Racing

S_TYPE SL
Performance Switch.Cam

E_TYPE
Performance No.Cam



WINDSURF TECHNOLOGY
SINCE 1981

NORTH-WINDSURF.COM



We have some beautiful footage and now the movie is in post production. Hopefully it will be ready by the end of the year or early next year for a couple of premiers around Europe.

What has this winter been like in Morocco

Boujmaa - After my competition in Maui, I stayed at home for the winter, expecting some big swells to charge around home in Moulay and Essaouira. We have scored lots of great surf days and a couple of windsurf sessions inbetween and of course this incredible session. I'm still hoping for more conditions in Morocco this Winter but will be happy to score something on Cabo Verde as well and hopefully score another good Moroccan day before heading to Maui :)

How do you feel scoring days like these by yourself then going to places like Maui where it's very crowded - does that make it easier or harder to deal with the crowds ?

Boujmaa - It's true Morocco has spoiled me by lots of endless rides with no one around and when I go away to places like Maui or breaks like Mauritius

and Cabo Verde, I realize how really lucky we are to have such fun spots with so little crowds. It does give me more patience and more chilled out to handle crowded waves around the world; crowds are a product of the sport growing and generating more and more people in the water, might be good for the sport but also bad sometimes ;)

What forecast sites do you use for Morocco

Boujmaa - I use a lot of times Windguru, but also magic seaweed a lot when it's an unclear forecast. Also the Navy maps for accurate swell movement.

Where is this wave ?

Boujmaa - The wave is called Boilers, at Cap Ghir, region of Taghazout, up north from Agadir.

What are your tips for people travelling to Morocco

Boujmaa - I think it's best to travel to Morocco in Spring time for the wind and swell, but you will get more wind in summer. For wave lovers, best is to travel on a forecast and contact me if you need gear to rent and a place to stay and for any extra tips. www.boujxsports.com 📍

“ I THINK IT'S BEST TO TRAVEL TO MOROCCO IN SPRING TIME FOR THE WIND AND SWELL, BUT YOU WILL GET MORE WIND IN SUMMER ”



2015

BLACKTIP

COMPACT FOUR BATTEN WAVE SAIL,
DESIGNED FOR HIGH-END PERFORMANCE,
FINGERTIP HANDLING AND EXTREME
MANOEUVRABILITY.

QUALITY, PERFORMANCE AND RELIABILITY

KLAAS VOGET

" The 2015 Blacktip combines an ultralight and very neutral feel with plenty of power and a unique top end control. There is no wave conditions that would not suit the Blacktip - if it's waist-high bump and jump conditions or 6 meter Hookipa - the Blacktip is always a top choice. It rides so effortless - everything feels easy! "

TECH DATA

SIZE	BOOM	LUFF	MAST	TOP	BATTENS
3,4	135	342	340/15	adjustable	4
3,7	144	355	340/15	adjustable	4
4,0	148	369	340/15	adjustable	4
4,2	155	371	370/17	fixed	4
4,5	160	384	370/17	fixed	4
4,7	165	390	370/17	fixed	4
5,0	168	406	400/19	fixed	4
5,3	173	420	400/19	fixed	4
5,6	173	434	430/21	fixed	4

PRO PERFORMANCE MAST: RDM 10
RECOMMENDED MAST: RDM 8



/ YELLOW

/ ORANGE

/ BLUE

AVAILABLE AT YOUR AUTHORIZED SIMMER STYLE DEALER

Cannock
BOARDWISE
boardwise.co.uk

Cardiff
PURA VIDA BOARDRIDERS
puravidaboardriders.co.uk

Rhosneigr
FUNSPORT
funsportonline.co.uk

Pools
H2O SPORTS
h2o-sports.co.uk

West Sussex
LAR WATERSPORTS
larwatersports.co.uk

Yorkshire
JUICE BOARDSPORTS
juiceboardsports.co.uk

WWW.SIMMERSTYLE.COM

SI CROWTHER // RIDER KLAAS VOGET

ADSR SIMMER STYLE

AC-1 ONLY

5.0 £590
5.6 £620
6.3 £650
7.2 £680
7.9 £700
8.6 £725
9.3 £750
9.9 £780

**AC-X 5G ONLY**

5.2 £475
5.8 £485
6.5 £495
7.0 £500
7.5 £510
8.0 £520
8.5 £530
9.0 £540

**SALT 5G ONLY**

3.6 £370
4.0 £385
4.2 £390
4.5 £405
4.8 £410
5.0 £415
5.2 £425
5.6 £435

**AC-K 5G ONLY**

5.8 £480
6.5 £500
7.2 £520
7.8 £550
8.5 £570
9.4 £590

**SPY ONLY**

4.0 £390
4.2 £410
4.5 £415
4.7 £430
5.0 £445
5.4 £450
5.9 £460
6.4 £480

**SWAG 3G ONLY**

3.3 £370
3.7 £390
4.1 £400
4.5 £415
4.9 £425

**MASTS****C100+ SDM**

370 £390
400 £390
430 £410
460 £415
490 £440
520 £470
550 £535
570 £545

C100+ Super RDM

300 £270
340 £300
370 £315
400 £320
430 £340

C60 RDM

370 £225
400 £235
430 £240

Skool RDM

300 £95
330 £99
370 £105
400 £110
430 £115
460 £120

C80+ SDM

400 £275
430 £299
460 £315
490 £325
520 £355

C60 SDM

430 £225
460 £245
490 £250

C80+ RDM

340 £290
370 £300
400 £315
430 £320



DISCOUNT PACKAGES

FREE RIDE

TABOU ROCKET 2013 STD - 115/125/145
NEIL PRYDE TEMPO - 5.2/5.7/6.2/7.2
NEIL PRYDE MATRIX X35 MAST
GAASTRA REDLINE BOOM
EXTENSION AND POWERBASE

RRP OVER £1950. NOW ONLY £1299

GOYA CARRERA CARBON PRO 2015 - 116/130/144

GOYA NEXUS - 5.4/5.9/6.4/6.9
AMEX KATANA C65 RDM MAST
AMEX CORE MONOCOQUE BOOM
EXTENSION AND POWERBASE

SAVE OVER £500. NOW ONLY £1649

JP MAGIC RIDE ES 2015 - 104/111/118/132

POINT 7 ACX 5G - 5.2/5.8/6.5/7.0/7.5/8.0/8.5
POINT 7 C60 MAST
AMEX CORE MONOCOQUE BOOM
EXTENSION AND POWERBASE

£1699

FANATIC GECKO HRS 2015 - 98/105/112/120/146

NORTH E-TYPE SAIL - 5.4/5.8/6.2/6.6/7.3/7.5
60% MAST
AMEX CORE MONOCOQUE BOOM
EXTENSION AND POWERBASE

£1649**BEGINNER**

GOYA SURF 2015 - 150/202
NORTH DRIVE LIGHT - 4.2/4.7/5.8
EPX MAST AND ALLOY BOOM
EXTENSION AND POWERBASE

ONLY £1099**CROSS-OVER**

JP ALLRIDE FWS 2015 - 96/106/116
GOYA FREE SURF SAIL - 4.5/4.7/5.0/5.3/5.7/6.2/6.8
POINT 7 C60 RDM MAST AND AMEX CORE MONOCOQUE BOOM
EXTENSION AND POWERBASE

ONLY £1825**FREESTYLE WAVE**

QUATRO TETRA 2015 - 89/99/109
POINT 7 SPY SAIL - 4.5/4.7/5.0/5.4/5.9/6.4
POINT 7 C60 RDM MAST AND AMEX CORE MONOCOQUE BOOM
EXTENSION AND POWERBASE

ONLY £1999**FREE RACE**

JP SUPER SPORT PRO EDITION 2015 - 100/112/124/136
POINT 7 ACX 5G - 5.2/5.8/6.5/7.0/7.5/8.0/8.5
POINT 7 C60 MAST AND AMEX CORE MONOCOQUE BOOM
EXTENSION AND POWERBASE

ONLY £2125**OUR BEST USED PACKAGES**

2013 JP FUNSTER 160/180/205
NEIL PRYDE SOLAR 5.0/5.5/6.0/6.5/7.0/7.5
NEIL PRYDE X65 MAST AND NEIL PRYDE X3 BOOM
MXT POWERBASE AND EXTENSION

SAVE OVER £1300. NOW £999

2014 JP FREESTYLE WAVE PRO 77/85/93/101/111
NEIL PRYDE ATLAS 5.4/5.8/6.2
NEIL PRYDE X65 RDM MAST AND NEIL PRYDE X3
MXT POWERBASE & EXTENSION

SAVE OVER £1600. NOW £1299**100+ OTHER USED BOARDS AND SAILS IN STOCK, CHECK WEB OR PHONE FOR DETAILS**

- LARGEST STOCK OF WINDSURF KIT IN THE UK
- ESTABLISHED OVER 25 YEARS
- GENUINE ADVICE FROM EXPERIENCE

12 MONTHS INTEREST FREE CREDIT ON NEW KIT
ROHO PRICE MATCH PROMISE - WE WILL MATCH ANY UK WEB PRICE

WE CAN SHIP
 INTERNATIONALLY
 EUROS
 ACCEPTED



2015 WAVE BOARD OF THE YEAR!

GOYA CUSTOM QUAD

68/72/78/84/94/104/118

Deposit £202 + £127 x 11 Months totalling **£1599**

RIDE YOUR DREAM BOARD TODAY!



GOYA FRINGE 2015

3.0	£483	4.5	£545
3.3	£494	4.7	£555
3.5	£505	5.0	£560
3.7	£515	5.3	£570
4.0	£526		
4.2	£533		

GOYA ECLIPSE 2015

3.4	£509	5.0	£569
3.7	£519	5.3	£575
4.0	£529	5.7	£589
4.2	£539	6.2	£599
4.5	£549	6.8	£625
4.7	£559		

GOYA BANZAI 2015

3.4	£539	5.0	£599
3.7	£549	5.3	£609
4.0	£559	5.5	£619
4.2	£569	5.7	£629
4.5	£579	6.0	£639
4.7	£589	6.3	£649

GOYA GURU 2015

2.7	£539	4.2	£615
3.0	£559	4.5	£625
3.2	£575	4.7	£629
3.5	£589	5.0	£645
3.7	£599	5.3	£659
4.0	£605	5.7	£665

DISCOUNT ON SETS OF SAILS • GOYA SAIL AND MAST DEALS • PHONE NOW FOR MORE INFO

QUATRO LEADING THE WORLD OF WAVE BOARD DESIGN SINCE 1994

QUATRO PYRMID 2015
 69/76/84/92

Deposit £202
 £127 x 11 Months
 Totalling **£1599**

QUATRO CUBE 2015
 72/78/84/90/110

Deposit £202
 £127 x 11 Months
 Totalling **£1599**

QUATRO SPHERE 2015
 75/80/90/95/105/115

Deposit £202
 £127 x 11 Months
 Totalling **£1599**

QUATRO THE EVOLUTION OF RIDING!

THE BEST FREESTYLE WAVE NEW SCHOOL RIPPERS

GOYA ONE FREEWAVE PRO 2015
 85/95/105

Deposit £190
 £119 x 11 Months
 Totalling **£1499**

JP FREESTYLE WAVE PRO 2015
 77/85/93/102/111

Deposit £247
 £132 x 11 Months
 Totalling **£1699**

FANATIC FREEWAVE 2015
 76/86/96/106/116

Deposit £178
 £111 x 11 Months
 Totalling **£1399**

QUATRO TETRA PRO 2015
 89/99/109

Deposit £202
 £127 x 11 Months
 Totalling **£1599**

NO COMPROMISE- EXCELS IN WAVES, FREESTYLE AND SERIOUSLY FAST BUMP AND JUMP

THE BEST OF WIDE LOW PROFILE FREERIDE BOARDS

TABOU ROCKET WIDE 2015
 108/118/128/138

Deposit £135
 £110 x 11 Months
 Totalling **£1349**

JP MAGIC RIDE FWS 2015
 104/111/118/132

Deposit £178
 £111 x 11 Months
 Totalling **£1399**

FANATIC GECKO BAMBOO 2015
 98/105/112/120/133/146

Deposit £178
 £111 x 11 Months
 Totalling **£1399**

SPEED WITH CONTROL AND EASY HANDLING!

MAIL ORDER
 HOTLINE **01924 444888**
 SHOP
 ONLINE **WWW.ROHO.CO.UK**

RobinHood
Watersports
 www.roho.co.uk

Test Editor TRIS BEST // *Second Tester* MAURIN ROTTENWALTER // *Photos* NICK GEORGE

A LEOPARD'S SPOTS



OVER THE YEARS THE CROSSOVER CATEGORY, call it what you will, has morphed into a substantial board and sail discipline in its own right, resulting in every brand offering a broad range of 'crossover' boards from around 80L right up to over 110L. The desire to have 'one board to do all' is about as old as the sport itself. Back in the late eighties and early nineties for example, it was boards such as the Mistral Screamer that stole the limelight, offering an ease and practicality of use over a wide variance of sea states and rider styles. Back then these chameleon boards were classed as wave-slam, combining two of only three disciplines that existed in the world of 'funboard' windsurfing. How times have changed ... or have they? we take a closer look.





FINDINGS

Today, we certainly don't have a problem with too few classifications; in fact it's the opposite. The introduction of the 'free' concept has seen an explosion of categories and disciplines. However, the core elements and demands on the crossover discipline remain largely the same - a board should be fast and lively in a straight-line (slalom), manoeuvrable and capable of mixing it up in waves (wave). So is wave-slalom still the underlying principle of this category?

Several of these boards are called Free-style-Waves; JP Australia go one step further and claim the origin of the class, citing that brands followed them down the path. And at its conception, the classification seemed to fit. Freestyle was a new exciting discipline and, like wave, had its requirements solidly rooted in the ability to do manoeuvres. As freestyle has evolved however, so have these demands on equipment, so much so that a freestyle board is such a specialist machine that we couldn't think of a worse platform to take into a wave break! So what of this freestyle-wave title? You could argue that it is somewhat obsolete today. Sure, a good freestyle sailor could no doubt dazzle the crowds using one of these boards, but they could probably do so using a barn-door also! If you want to push your freestyle ability, the quickest route will always be a specialist freestyle tool. Modern freestyle boards do however place an emphasis on early planing and acceleration and good 'pop' and controlled 'swing' for aerial manoeuvres. Those attributes do crossover into this category and rather than get hung up on a title for these boards, it's better to concentrate on the positive aspects from Freestyle, Slalom

and Wave that the hybrid DNA of the boards draw on to give a well rounded package, able to cope with the varying range of conditions that the average UK sailor has to face.

Another observation from this year's test is just how many of these boards come with a multi-fin option. Five out of seven ... as opposed to half last year. This trend towards offering more fins shows the level of progress being made in multi-fins for wave sailing. This can no longer be a possible fad, the fin box type now being used is of reduced weight and the fins provided are no longer heavy and draggy, so the historical barriers to multi fin performance in this category have been removed. Multi-fins are undoubtedly here to stay and with them they've brought a new level of performance on a wave face and an increased range of use to those boards suitably equipped in this category.

SUMMARY

A versatile discipline not surprisingly gives rise to a diverse range of performances. The RRD FSW 94 is a unique feeling board that exudes control, allowing its rider to enter any arena confident that they can concentrate on their own performance rather than that of the board. Similarly, the Tabou is super controllable when the chips are down, ironing out the roughest seas with its pronounced double concaves. The JP on the other hand is a loose, lively and exciting contender, more akin to a fast punchy wave-board ... although it's been suggested by the brand that this looseness is tempered in the FWS version by making it a single-fin. The Fanatic follows in the same vein, but has an ease and marginal wind ability that also makes it incredibly practical in a

wave environment. The Tetra and Kode Freewave champion early planing and speed respectively, and with these attributes come showmanship. Get on the plane earlier than most, charge around a break and hit ramps at speed. Can't be anything better to bring a smile to your face. We were lucky enough to be able to try the Kode with both single fin and thruster set up, which demonstrated just how much this ability to change between the two varies the style and feel of the board. And then we come to the One by Goya, which displayed one of the most versatile and well-received performances in the group. We had lots of fun trying these boards ... and there is definitely one here to suit and flatter every style of riding, the choice is yours!

THE LINE UP

FANATIC FREEWAVE 96
GOYA ONE 95
JP FREESTYLE WAVE 93
QUATRO TETRA 99
RRD FREESTYLE WAVE 94
TABOU 3S 96
STARBOARD KODE FREEWAVE 94

THE OTC

This test was conducted at the beaches of Overcombe and Bandstead within Weymouth bay and the Official Test Centre (OTC) at Portland, Dorset. The OTC centre is based within the grounds of the National Sailing Academy that hosted the Olympic sailing classes in 2012. With the best wind stats on the south coast, mirror flat water in prevailing winds and a safe launch area with excellent facilities, it provides the ideal test venue. Much of the kit is still on site, so why not go and try some of it for yourself?

FANATIC FREEWAVE TE 96

WEB WWW.FANATIC.COM PRICE CWS £1399 TE £1699 TEX £1998.99



THE VERDICT

With a corky, loose, yet controllable nature, the Freewave is a fantastic manoeuvre-oriented companion for making the most of any real-world coastal arena. If you can push to the TE version with the thruster set up, you won't regret it!

THE LOW-DOWN

The whole Freewave range is available in two constructions – custom wood sandwich light finish (CWS/LF) and Team Edition (TE) as we have here, using Fanatic's Innegra carbon light finish technology. Whilst the CWS versions exclusively use a single-fin set up, the TE boards are predominantly supplied with thruster fins from MFC. This 96 is the largest model supplied with thrusters, using a 19cm central fin and 12cm side fins. Along with the 86 and 106, this board is also available in Fanatic's premium construction TeXtreme, boasting the use of the same carbon weave seen in Formula One, allowing for "less resin, more strength, less weight" ... and a healthy price tag to boot.

BRAND CLAIM

"The concept behind the FreeWave was to create a board that offers the ultimate freedom to any rider, on every type of wave the ocean throws out there. The compact fishtail outline, flatter mid-deck section and smooth, carefully formed rails combine to fashion a highly tuned shape that performs outstandingly on flat water, across chop and in waves."

PERFORMANCE

Stable and easy at rest, the Freewave 96 can take a 6.4m sail with ease and feels quite corky underfoot. This becomes even more apparent as power is applied, the board responding instantly and releasing early. It prefers you to drive forward with the front foot to deliver the power rather than being heavy on the back foot, which makes the fins lose traction and tail slip on occasion. It sits high on top of the water and has a lively active nature without feeling intimidating or too edgy for the less experienced pilot. With the straps inset, this engaging character encourages an upright manoeuvre-oriented stance. Dig the windward rail in slightly and the large side fin plays its part well, helping to make excellent ground upwind – a real asset around a break. It can also be pushed to a reasonable straight-line speed, which could no doubt be improved further still by using a large single fin and the outboard strap positions ... although that's not where we think this

board's real credentials lie. It would be like using a rally car for a drag race! Instead, this board's real forte is in manoeuvres, where it seems to be begged to be jumped, popped or put on its rail. Releasing well when hitting ramps, it felt light and compact in the air, its buoyant nature enabling it to stay on the water's surface and accelerate easily out of a landing. In the turn the Freewave grips beautifully, encouraging you to drive hard through the back foot and vary the carving radius. It's a lot of fun around a coastal break; an ideal companion to make the most of less than ideal conditions, whilst remaining surprisingly controllable and connected with the water when the conditions became severe.

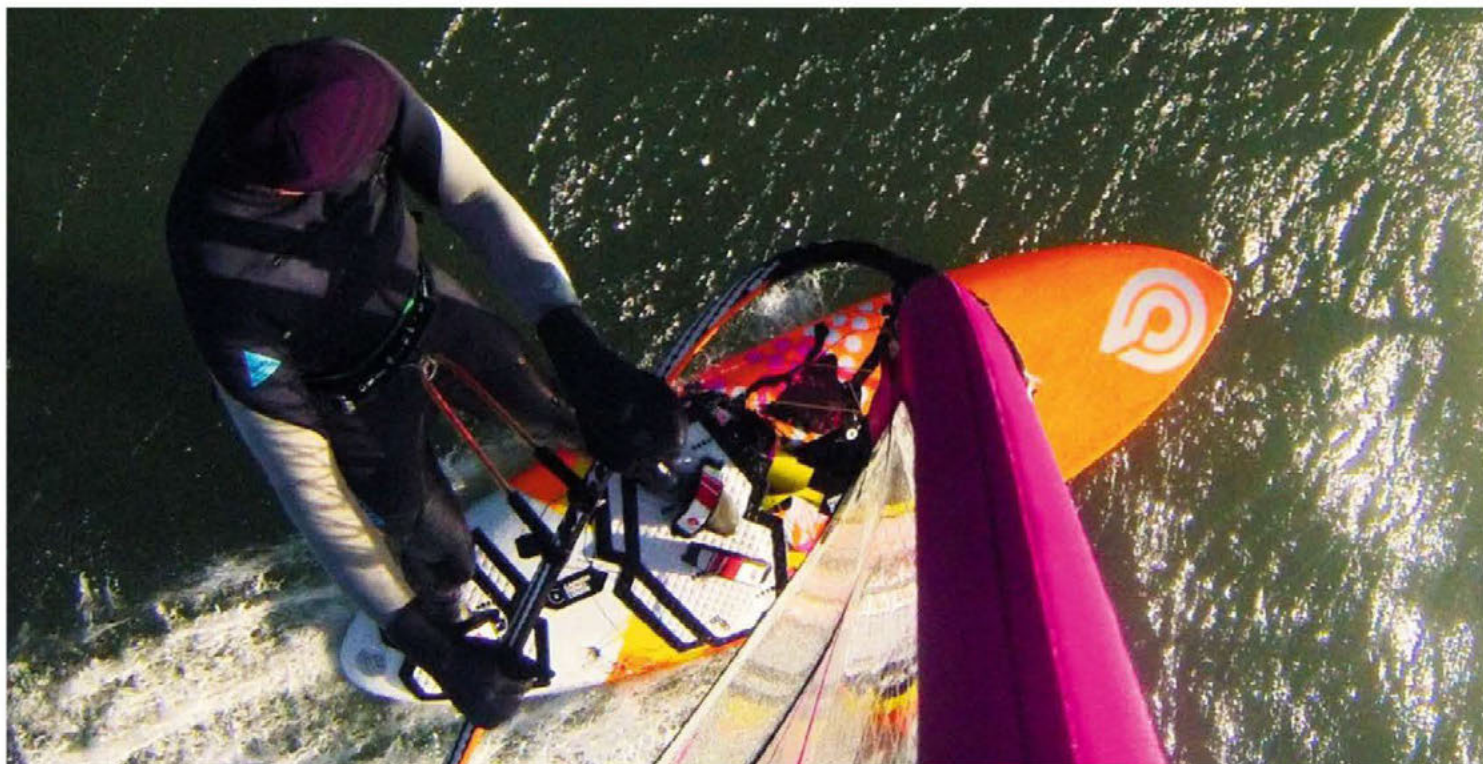
VITAL STATS

Volume (Quoted): 96
Length: 234 cm
Width: 61 cm
Weight 'Naked'
(Brand Quoted): 6.25 kg
Sail Range (Quoted):
4.5m – 6.7m
Available Sizes: 76,86,
96,106,116
Fins: MFC TF 19cm
(Power Box), MFC TF
2 x 12cm (Slot box)



GOYA ONE THRUSTER WAVE 95

WEB WWW.GOYAWINDSURFING.COM PRICE £1499



THE VERDICT

With a distinct combination of ease and ability, this is one of the most complete all-round boards we've used in a long time and as such is a firm favourite amongst the team. With a fantastic useable range in both wind strength and application, it comes well recommended.

THE LOW-DOWN

True to its namesake, this freewave range is available in only 'one' technology, classed as 'carbon' by Goya. The same design as in 2014, its bright livery remains eye catching indeed, yet for 2015 it comes supplied in a thruster set-up, with a 2cm smaller centre fin and 9cm mini-tuttle side fins. The one board to do all, Jack of all trades ... will it be the master of some?.

BRAND CLAIM

The One Thruster is an all-around board, but it couldn't be further from lacking unique character since it's loaded to the nines with dynamic shaping freebies. The One has increased range of not only conditions but also styles, especially when switching between Thruster fin set ups. These boards will feel at home anywhere as long as it's water you put them into. "Imagine turning and sliding with all new angles and speed. This is the magic of the One. These shapes turn average onshore conditions into paradises." Francisco Goya.

PERFORMANCE

The widest yet shortest in the test group, the One can carry rigs well and is one of the earliest here to release from the water. It accelerates smoothly and has a low-planing threshold, retaining a long wetted area, which in turn imparts a fantastic amount of control. This control translates to a real ease of use and practicality, and helps the board to handle severe sea states despite its wide outline. An experienced sailor often equates a "secure, easy ride" to mean a dull 'passenger-like' sensation ... and in many instances this is true. However, it is certainly not with the One 95, which exhibits more than enough ability to retain the interest

of (and even endear it to) the most demanding of pilots. Instead, the control gives you the confidence to push, and when you do so you're rewarded with a positive and engaging response. Load the rails and the One bites and holds its edge well. It is not nervous or sharp, but rather keeps its smooth, gliding character. In the air it felt light and compact underfoot, possessing the virtues of a smaller board when the conditions got challenging and the chips were down. It is a very dependable and capable board in any sea state or discipline, making it one of the most versatile platforms on the market today.

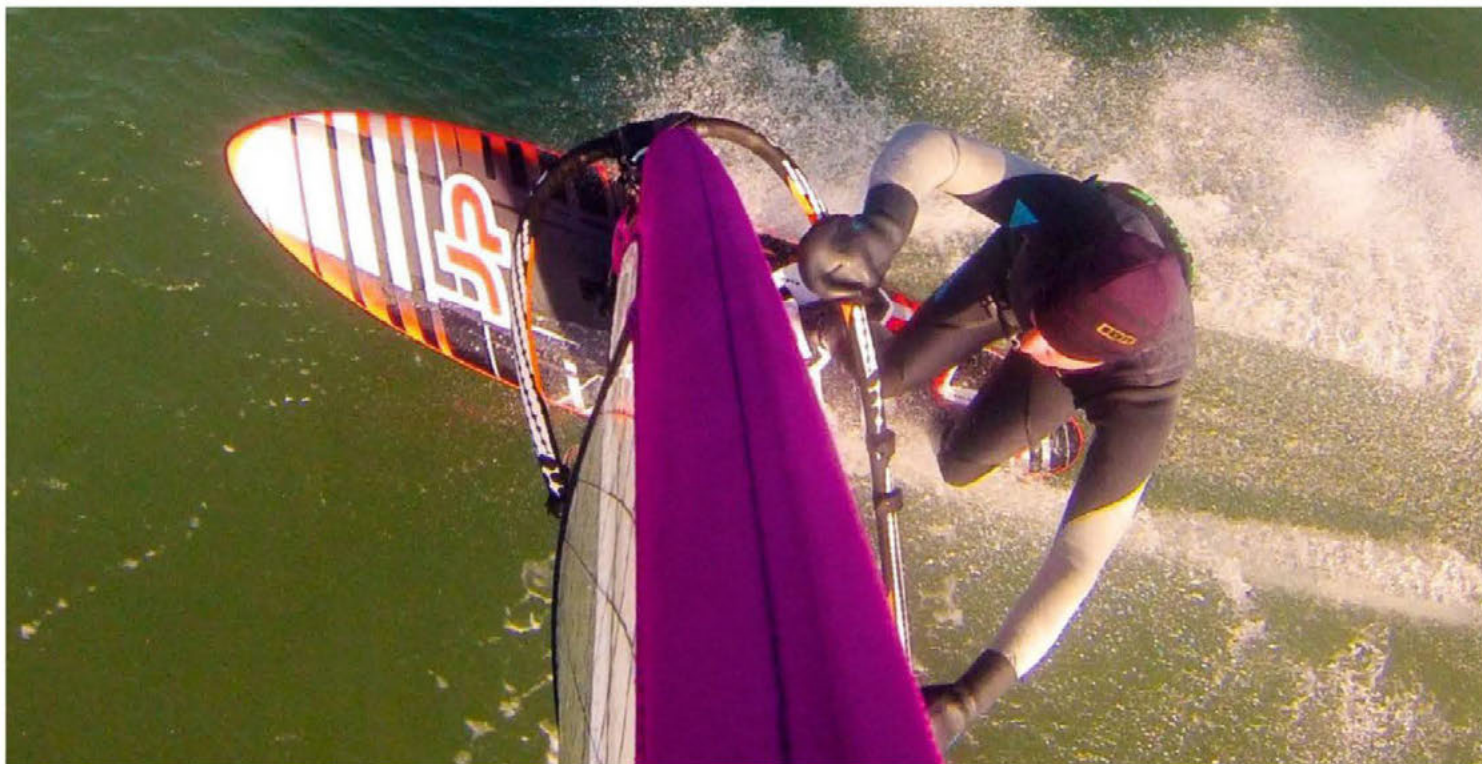
VITAL STATS

Volume (Quoted): 95
Length: 228.6 cm
Width: 62.4 cm
Weight 'Naked'
(Brand Quoted): 7.0kg
Sail Range (Quoted):
 4.5m – 6.2m
Available Sizes:
 85, 95, 105
Fins: TF FW Centre 25
 US Box, Side 09 MT



JP FREESTYLE WAVE 93

WEB WWW.JP-AUSTRALIA.COM PRICE FWS £1399 PRO £1699



THE VERDICT

A true high-end performer that would not look out of place in a wave-head's quiver as their large board, light-wind charger. Lively and sharp, it provides a captivating ride that couldn't help but inspire. Whilst fast and loose enough to be fun on flat water, it craves ramps and better still waves.

THE LOW-DOWN

We have the Pro Edition to test here, constructed in the brand's S-Glass technology. The middle contender in a 5-board range, this top-of-the-range version comes with a 2cm shorter fin than it would in FWS tech, as well as 10cm mini-tuttle side fins, plus the blanks if you want to use it as a single-fin. It is worthy of note that the FWS versions do not have side-fin boxes.

BRAND CLAIM

"We were the first brand to introduce Freestyle Wave boards. Many brands followed. Then we launched the thruster setup for the smaller PRO Edition sizes and the others followed again. Some brands even copied the name and also call their boards 'Freestyle Wave'. If you want the original you don't need to look anywhere else. Fast and fun boards to blast around. Easy to control in the air, but it's in manoeuvres where they really stand out. They carve superbly whether you crank them hard or carve them smooth."

PERFORMANCE

On paper the JP is the narrowest in this group, both in the tail and max width, so it is not surprising that it doesn't carry much bigger than a 6.0m comfortably. That said its early planing ability is impressive once power is applied, and it accelerates like a bullet from a gun to a good top speed. It's not the fastest on test here, but you certainly feel you could match the competition, such is the 93's lively and engaging nature. The nose hunts as you skim over the water, making it very exciting and absorbing to sail; you can't help but be inspired to try some stunts. And whilst it is certainly not beyond the ability of a pro-active intermediate, this energetic character undoubtedly makes it more

technical to sail than some others in the group. In the carve the FSW bites in with real purpose and can be driven hard through the back foot, the rounded stub-tail and side fins working well to keep the speed through the bottom turn and cut back. It bears the mantle of its 'wave' title admirably, being perfectly at home around a break. It has a real rail-to-rail feel, encouraging you to push more aggressively in the next trough, aiming for a more vertical line on the face. It's a fantastic option for the experienced rider wanting more life from their large wave-board, which equally wouldn't feel restrictive as the waves improve.

VITAL STATS

Volume (Quoted): 93
Length: 234 cm
Width: 60.5 cm
Weight 'Naked' (Brand Quoted): 6.3kg Pro, 6.6 kg FWS
Sail Range (Quoted): 4.7m – 6.2m
Available Sizes: 77, 85, 93, 102, 111
Fins: Freestyle Wave 25 (G-10) PB, 2 x Side Fin 10 MT



QUATRO TETRA 99 THRUSTER FREEWAVE

WEB WWW.QUATROINTERNATIONAL.COM PRICE £1499



THE VERDICT

Super early planing, the Tetra has fast, gunny, directional character that belies its abilities around the corners. A stunningly dependable board for any rider weight, the more we used it, the more we wanted to push it ... and ourselves.

THE LOW-DOWN

The middle 'stick' of a three board line-up, the 99 comes supplied with MFC's TF_FW 25cm / 9cm thruster set-up, complimented with MFC straps and deckpads.

BRAND CLAIM

"The Tetra is the all-round Freewave board. Smooth entry with minimal tail rocker for super early planing but still playful turning board. All the models run a v-bottom with double a concave running through the belly of the board for a smooth, stable and fast ride.

Sticking with our newer concept of putting the sailor further back on the board and adjusting the rockers for this we have created a board that is fast to plane yet easy to turn at speed because of the stance positioning. This is the go to board for blasting around and smoking your friends..." Keith Teboul.

PERFORMANCE

One of the larger boards in the group by more than just stated volume, the Tetra, is stable at rest and easily capable of managing with the quoted 6.5m. Apply the power and it releases from the water effortlessly, gliding up onto the plane and accelerating well. With its low nose shape and minimal tail kick, the 99 feels gunny and directional, blasting around a break with impunity to confused sea states. In the trailer video for the Tetra, designer Teboul suggests the board could be used as a single-fin, yet with the early planing and blasting prowess the 99 possesses in its thruster format, we don't think there is any need to change from this. What the thruster set-up does do is provide the extra grip and fluidity to the carve, helping the narrow drawn-out tail and pinched rails to exact a versatile carving arc. The Tetra is not a nervous, energy-sapping board that is constantly champing at the bit to be put on its rail, but the more you play with it, the more you realise its capabilities in this area.

For many it would be the board of choice in marginal conditions around a wave break, particularly in cross-on conditions, where its early planing and drive would be a major trump card to get out of sticky situations. Fun and capable if not lively and loose, it was very at home on a wave face and would reward a forceful riding style with plenty of performance. A great platform for the uninitiated to venture into real-world coastal conditions and waves, its ease and practicality would also endear it to the experienced rider, looking for a big board in their quiver to make the most of those 'less than ideal' days we all too often have.

VITAL STATS

Volume (Quoted): 99
Length: 237 cm
Width: 62.3 cm
Weight 'Naked'
(Brand Quoted): 6.9 kg
Sail Range (Quoted):
 4.5-6.5m
Available Sizes:
 89, 99, 109
Fins: TF FW Centre 25
 US Box, Side 09 MT



RRD FREESTYLE WAVE LTD V3 94

WEB WWW.ROBERTORICCIDESIGNS.COM PRICE WOOD £1370 LTD £1605



THE VERDICT

An eye-catching board that answers the 'crossover' riddle in a very different approach to others. With the looks of a large wave board, the third generation FSW from RRD oozes control, giving you the confidence that you can take it into any arena and be left beaming from ear to ear.

THE LOW-DOWN

The second smallest of a four-board line-up, the 94 tested here comes in Ltd construction, with a 28cm MFC fin.

BRAND CLAIM

"As the trend of wave boards shapes keeps going towards multifin hulls, we have preferred to retain a "classic", reliable and fast planing single fin board line that would be suited for those who wish for a "do it all" type of short board. The new Freestyle

Wave boards, Version 3, are four new simple, refined, retuned shapes that will cover the whole range of use of this program."

PERFORMANCE

The Freestyle Wave from RRD has had real heritage and following over the years, being the benchmark in the crossover category for many, so it would be interesting to see how the third generation of this range performs. Slightly longer yet narrower than its predecessor, the first thing we noticed as we stepped onto the 94 is that it certainly feels smaller underfoot than its volume would suggest. Whilst in the minority here with its single-fin set up, the outline and rocker of the 94 would dispel any thought of it possessing a straight-line freeride bias. Its rounded plan-shape, narrow rounded tail, domed deck, tapered rails and pointed nose boasting a good amount of rocker has 'overgrown wave board' written all over it! All this translates into a very interesting ride. Despite feeling smaller than the stated 94L, it can carry a 6.4m fin and accelerates progressively if not exploding from the blocks. It has a fantastically controlled nature, never bucking or doing anything untoward and was the first choice for the more nervous rider in harsh coastal chop/slop. The single fin provides the security to drive against up to a good speed and the fittings offering the comfort we've come to expect

from the RRD stable. It's in the carve though that the 94 really excels. Whether the water is flat or a bubbling cauldron of mush, the rails of the board bite so effortlessly it can nurse even the most timid rider round the arc. Enter with a more confident style and the board will grip as tight a path as you dare to prescribe. It is an ideal contender for those progressing into stronger winds and looking for the platform to explore diverse coastal conditions for the first time with confidence. Equally, it is a fantastic board for the more experienced sailor, seeking an impeccably mannered, dependable machine so that they can concentrate in pushing their own ability to the next level.

VITAL STATS

Volume (Quoted): 94
Length: 236 cm
Width: 61 cm
Weight 'Naked'
(Brand Quoted): 6.5kg
Sail Range (Quoted):
4.2 – 6.4m
Available Sizes:
88, 94, 100, 106
Fins: MFC Freewave 28
G-10



STARBOARD KODE FREEWAVE 94

WEB WWW.STAR-BOARD-WINDSURFING.COM PRICE TECHNORA £1399 WOOD £1449 CARBON £1599



THE VERDICT

The Kode Freewave 94 is all about speed, and with it comes the ability to flatter any rider with a more expressive and explosive sailing style. The optional fin package is a must, unlocking yet more potential!

THE LOW-DOWN

The 94 is the second largest in the Kode Freewave range and is tested here in Carbon construction. In addition to the Drake 28cm fin supplied, we were issued with the thruster fin package - an MFC TF 20cm fin, along with a couple of thruster 11cm side fins.

BRAND CLAIM

"Starboard's aggressive, fast, award-winning do-it-all boards for waves, freestyle or freeride. The Kode Freewave 94 has new thruster fin boxes added. This extends the versatility. For those who can sacrifice some top-end speed for much improved grip and control:

remove the plugs and the single fin and fit a set of thruster fins. Aggressively 'accelerating Vee' makes the Kode Freewave highly maneuverable and responsive, by adding more curvature to the rail line and leaning them in into the radius of the carve: an effect similar to the front steering wheels of a car."

PERFORMANCE

Whilst not the fastest to plane in the group, once on top of the water the Kode Freewave 94 gathers pace quickly and winds up to an impressive top speed. In fact, a very impressive top speed! The 28cm fin provides plenty of traction to drive against and you find yourself racing against your peers, forgetting that you're on a supposed crossover board, such is its directional composure. And it is this combination of control and velocity-induced energy that can't help but inspire the rider to throw themselves into the next trick, jump or stunt. Because, at speed, everything is more expressive and the fact that the 94 releases from the water effortlessly only helps to encourage the aerial antics. Yes, there are conditions where this can be a downside; in short sharp chop for example, the lighter more nervous rider did find it hard to pin the board down. But that is where the optional fin package comes into play. It doesn't transform the board into an all-conquering wave-board, but it

does temper the speed and help provide grip and fluidity through the turn. The bite into the arc is dependable and you can push hard through the back foot, confident the board won't stall or trip a rail on the top-turn. It is a lot of fun around a wave break, particularly on those fluky marginal days when those on specialist wave-boards are struggling to make the most of the knee-high ramps peeling in. It is a fantastically tunable platform that fulfills its 'jack of all trades' job-description admirably.

VITAL STATS

Volume (Quoted): 94 L
Length: 234 cm
Width: 61 cm
Weight 'Naked'
(Brand Quoted): 6.6 kg
 Carbon, 6.7 kg Wood,
 6.9 Technora.
Sail Range (Quoted):
 4.5 m – 6.5m
Available Sizes:
 81,86,94,103
Fins: Drake Freewave 28cm +
 Plugs.



boardwise

MON-FRI 9:30-6:00

SAT 9:00-5:00

call: 01543 505084 SUN: CLOSED

20 CROSS STREET - BRIDGTOWN - CANNOCK - WS11 0BZ

part exchange welcome
Interest free credit available

The UK's no.1 windsurfing store since 1976

COMPLETE PACKAGE SPECIALISTS



2015 EASY RIDER + EASY RIDE RIG
166/180/220
4/4.5/5/5.5/6 fr: **£999!**



2015 EASY RIDER + XTRA RIG
166/180/220
4.5/5/5.5/6/6.5/7/7.5/8 fr: **£1278!**



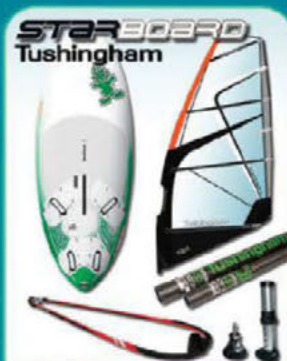
2015 360 EVOLUTION + XTRA RIG
135/145/155
4.5/5/5.5/6/6.5/7/7.5/8 fr: **£1199!**



2015 FIREMOVE + XTRA RIG
162/182/222/130/140
4.5/5/5.5/6/6.5/7/7.5/8 fr: **£1299!**



MATRIX + GROMMET RIG
145
1/1.5/2/2.5 only: **£499!**



2015 ATOM IQ WINDSURFER 160 +
CONCEPT RIG
5.5/6.5/7.5 fr: **£1399!**



2015 ATOM IQ + CONCEPT RIG
110/120/130/140
5.5/6.5/7.5 fr: **£1349!**



2015 ATOM IQ + BOLT RIG
110/120/130/140
5.5/6.5/7.5 fr: **£1499!**



2014 COOLRIDER + MOVE ON RIG
160/180/230
5/5.5/6/6.5 fr: **£1199!**



2015 VIPER + RIDE RIG
130/160/190/220
5/5.5/6/6.5 fr: **£1349!**

**SAVE £££'S ON CUSTOM PACKAGES JUST CONTACT
US WITH YOUR REQUIREMENTS FOR A QUOTE!
USED PACKAGES ALSO AVAILABLE**

www.wetsuitwarehouse.co.uk



2015 model **SALE**
Ion
Element
5mm x 5mm
rrp: £189.95
£124.95!



2015 model **SALE**
O'Shea
Stealth 1
5mm x 4mm
rrp: £229.95
£149.95!



2015 model **SALE**
O'Neill
Psycho 1
5mm x 4mm
rrp: £214.95
NOW: £189.95!



2015 model **NEW**
Rip Curl
E-Bomb
5mm x 3mm
rrp: £259.95
£219.95!

MENS
WOMENS
KIDS



**largest stock of used gear in the UK
take a look at our website for the latest deals**

www.boardwisecannock.co.uk

01543 505084

info@boardwisecannock.co.uk
mail order specialists we deliver worldwide!

TABOU 3S 96

WEB WWW.TABOU-BOARDS.COM PRICE £1299 CED £1599 LTD



THE VERDICT

With an easy, versatile and planted riding style, the 3S is ideal for progressing intermediates whilst retaining enough scope and life to be lots of fun for the experienced real-world coastal sailor as well.

THE LOW-DOWN

We have the heavier duty CED model of the 3S on test here as opposed to the lighter LTD version. Sporting a new bottom shape with a double concave throughout (particularly pronounced in the mid-section), it has a wide one-foot-off measurement but quickly narrows in the tail to finish with a swallow-tail. The 3S also has stepped cutouts in the tail – the only board in this group to do so. The fin supplied is a 28cm powerbox foil and the fittings are the same as last year, with thick shock absorbing pads, multiple strap positions and Cobra footstraps.

BRAND CLAIM

"The 3S is the 'Swiss army knife' of the windsurf world. You can freeride, bump and jump, bust out some freestyle and smack some lips on these boards and they just don't care! Arguably one of the best all-round boards on the market, the 3S just gets better and better. If you are a first-time gybe master or jumper, or a heavier wave riding warrior, the 3S boards make everyone happy. Fun, easy, fast and friendly you will be impressed in all conditions!"

PERFORMANCE

On the water, the 3S has a very easy and user-friendly nature that becomes increasingly apparent and welcome as the conditions become more severe. But let's go back to the start... In marginal winds, the 3S 96 releases easily from the water, gathering speed smoothly as power is delivered to reach a fast top speed. It does have a limit and won't accelerate beyond it, but this ceiling is plenty for most. However, the lasting impression we were left with, having used the 3S is just how planted it felt, gliding over the water and seeming to absorb any impact from jarring chop. It has a progressive rocker-line that starts early, leaving the shoulders high and clear of any trouble, whilst the mid-section of the board seems to just sit there and retain contact with the water without rocking

from rail to rail or feeling sticky. As such, you are gifted the opportunity to adopt whichever stance you fancy as the rider. Lock in and drive against the fin, or stand upright and over the board, the 3S just sits there ready and willing. This would be particularly useful for the progressing intermediate as they can stand-up and sheet out in gusts, safe in the knowledge that the board will behave. In the carve, the 3S bites dependably, and holds its rail well, the dome of the deck helping to apply the pressure and keep it engaged. It is smooth, easy and assured rather than loose or sharp, making it an ideal platform to charge confidently into new territories and push your own boundaries.

VITAL STATS

Volume (Quoted): 96
Length: 239 cm
Width: 61 cm
Weight 'Naked'
(Brand Quoted): 6.5kg
 Ltd, 6.8kg CED
Sail Range (Quoted):
 4.2m – 6.6m
Available Sizes: 76,86,
 96,106,116
Fins: Tabou Freeride 28cm



The largest UK stockist for Severne

SEVERNE **SHOP**

> 2015 KIT IN STOCK



Reflex 6 /
Overdrive R6
available
now!



GATOR



NCX



SWAT



BLADE



BLADE PRO



S1 PRO

Masts from £165

SDM 40 / 75 / 90 / 100
RDM GORILLA / 90 / 100

Booms from £119

ENIGMA / METAL / BLUELINE

Hardware from £55

WAVE GRENADE / HD EXTENSION
MAST BASE / MAST EXTENSION

> + **BIG DISCOUNTS** on pre-2015 models & hardware inc masts from £199!

> + **FREE** delivery in the UK!

+ Exclusive 3-year warranty
on 2014 & 2015 new sails!

+ **BIG** savings on ALL products
for Club members! (Join for free!)

Shop online quaysideseverneshop.com

Call us for help and technical advice +44 (0)1362 851590

* With Club Price membership discount - join for free online and save the same day. Prices correct at time of going to print. Online prices quoted are for a limited time only and subject to change.



Severneshop UK is part
of Quayside Windsurfers

GET A **GREAT DEAL** ON WINDSURF KIT!

SEVERNE

FANATIC



FOCUS

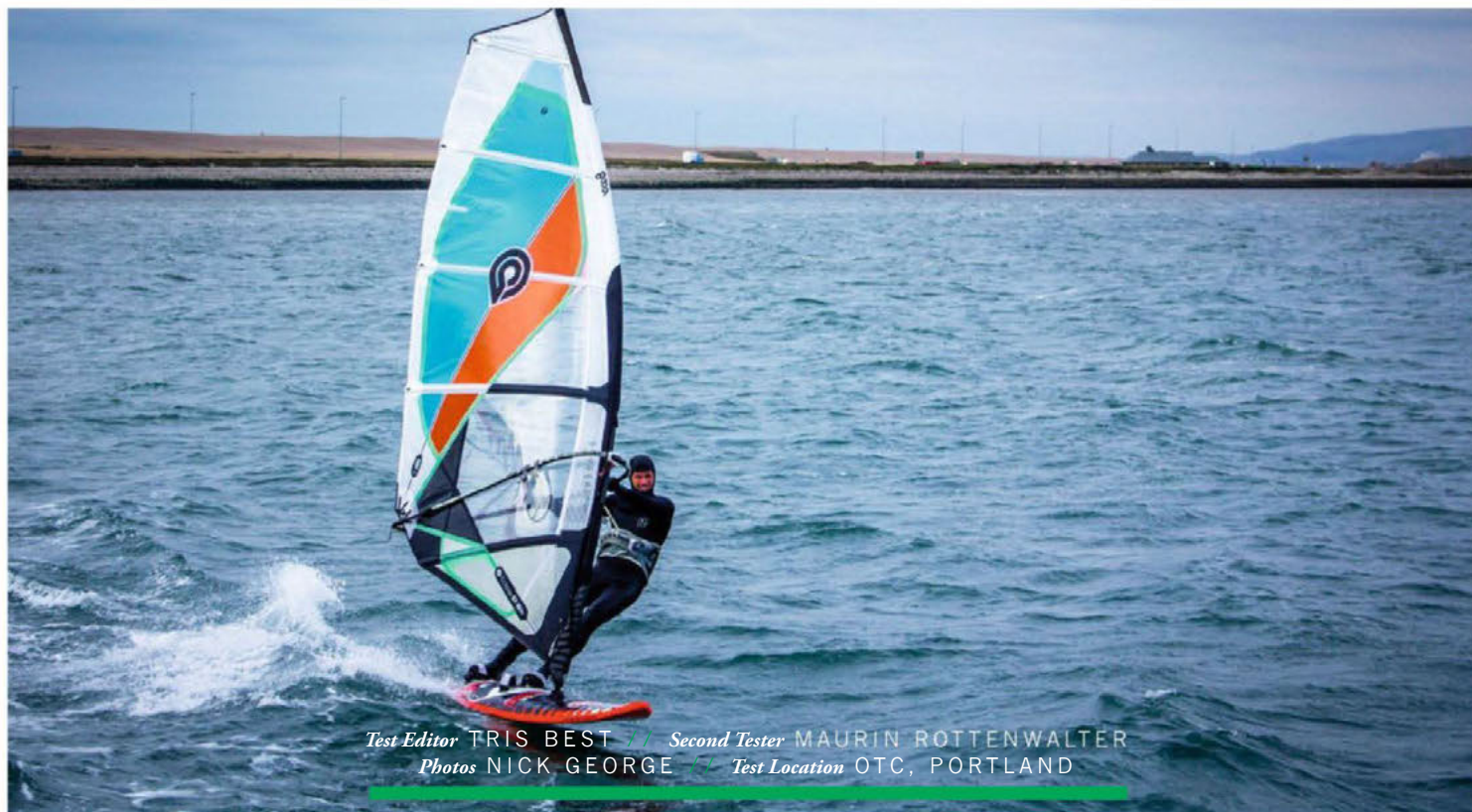
Tushingham



Buy online
quayside-windsurfers.com

QUAYSIDE
WINDSURFERS

5.7M CROSSOVER SAILS



Board testing is a relatively straight forward affair, being easy to control variables as you experiment with different set-ups in changeable conditions. Sail testing on the other hand can be quite tricky, as the main variable (i.e. the wind) has a frustrating ability to shift, fluctuate and generally not do what it is supposed to! And if you don't get the results you expect, or feel the sail warrants, there are then a myriad of tweaks and adjustments that can be made to the set. You may even need to try the sail on an altogether different mast... Luckily, with the test centre so close to the water's edge, the practicality of making all these tuning refinements during the testing period was as easy and pain-free as we have ever known, and the exposure to the wind that Portland experiences means the forecast is invariably right.

FINDINGS

So what new trend did this test bring up? Well, out of the nine sails tested, two are 4-battened whilst the rest retain the more conventional and accepted five-batten configuration. Is this to be expected? We think so. These sails have a hard job description, harder than most in our opinion. They should be powerful with good bottom end potential, yet light and balanced in the hands; versatile in their stance so that they can be used for most disciplines and can partner different board styles ... and do all this over a massive wind range. No easy task.

It has been interesting to understand the different approaches used by the various lofts here to answer this tough design brief. Ezzy, North and Severne have incorporated relatively little luff curve, and by doing so have increased the responsive handling and flicky feel in their sails. The downside to this, is that the structure to the sail decays quickly as the wind increases, so to lock stability into the sail, they both use a significant amount of shaping in the sail's profile.

Their sails feel different in the hands, but the principle used by both is largely the same. Naish, however, are at the other end of the spectrum. The Boxer has much of its sail area above the boom to get the most influence possible to the wind. Great for light marginal winds, the worry is that this makes the sail vulnerable as the wind increases, so to help lock the structure in the sail, Naish have employed a good dose of luff curve, bending and tensioning the mast massively to provide the skin tension and therefore stability. Both are very interesting concepts and have their own merits, leading to very different feeling sails. It is up to you as the consumer to decide which style of sail is for you.

SUMMARY

All these sails on test set on RDM masts as standard, but that is where the similarities for some stop! Some display more bias towards manoeuvres (the Ezzy for example), whilst others are most useful blasting around a break in a locked-in stance, such as the Simmer. The key to deciding which one is for you is to be honest

with yourself in the style of sailing that you do. How subtle are you with power and delivering it to the board? What type of board are you likely to be partnering this sail with? And what other sails are you partnering this one with - will **it be the largest in your wave quiver, or smallest** in your blasting sail line-up? Answer these questions initially, then read the reports to see which sail matches your requirements best. There are some fantastic options here to match the market's diverse needs.

THE LINE UP

EZZY ELITE 5.7M
GA SAILS CROSS 5.6M
GOYA ECLIPSE 5.7M
NAISH BOXER 5.7M
NORTH VOLT 5.9M
RRD MOVE 5.7M
SEVERNE GATOR 5.7M
SIMMER APEX 5.7M
TUSHINGHAM BOLT 5.75M



WEST WITTERING BEACH



THE SHOP SCHOOL CLUB

ONLINE STORE
WWW.2XS.CO.UK

EZZY ELITE 5.7

WEB WWW.EZZY.COM PRICE £547



THE VERDICT

Testament that a 4-batten foil can mix it up in this category, the Elite has a massive range, soft useable power and a refined lightness to its handling that makes it a delight to use in a variety of manoeuvre-biased disciplines. A favourite amongst the team.

OVERVIEW

With six sail ranges in the Ezzy line up for 2015, the Elite sits neatly as their 4-batten lightweight wave-sail. Included in this review over the traditional 5-batten Tiger (which remains unchanged for 2015), the Elite is a good benchmark to see if a 4-battened sail can compete in this crossover sail category. Rigging is made easy thanks to Ezzy's exhaustive myriad of guides, including a new easy-to-use calibrated downhaul indicator at the tack of the sail (useable with non-Ezzy masts as well), a laminated pamphlet that comes with the sail and no less than 6 rigging videos on the Ezzy site!

BRAND CLAIM

"I've reached a turning point with wave sail development and I am convinced I can improve performance by minimising the number of battens in a wave sail. The 2015 4-batten Elite is our most versatile wave sail ever. It's the perfect balance between speed, stability, handling and comfort. The Elite works beautifully sailing across flat water, bottom turning and going off the lip." **David Ezzy.**

PERFORMANCE

Rigging the Elite, it sets with Ezzy's signature deep draft in its profile, thanks to the profiled seams in the battens. This gives rise to excellent bottom end drive, the soft elasticity in the sail making it respond well to pumping as well. In the past Ezzy's always had a fantastic wind range (and this Elite is no exception), but as a result of their solid draft, some critics would attest that they felt somewhat heavy, even dull, in the hands. The Elite is the new generation. With one less batten and a refined profile, it has a lightness to its handling whilst still retaining the benefit of the stable defined draft. The power delivery is still soft and subtle rather than sharp, yet the feedback is sublimely balanced and useable. As the wind picks up the tiniest change in the downhaul does make a big

difference, and outhaul can be used extensively to settle the centre-of-effort's position. It is not really a straight-line blaster, encouraging a more upright manoeuvre-oriented stance than locked in and driving through the back foot. That said, with its lightness and manners, it can be used in any sea state comfortably and with Ezzy's signature build quality, will provide years and years of service.

VITAL STATS

Size: 5.7m
Luff: 438cm
Boom: 172cm – 180cm
Battens: 4
Ideal Mast: Ezzy 400 Base (£213.00) + 430cm Top (£223.00)
Extension Req: 23cm
Price with mast: £983
Available Sizes: 3.4, 3.7, 4.0, 4.2, 4.5, 4.7, 5.0, 5.3, 5.7, 6.1



GAASTRA CROSS 5.6

WEB WWW.GA-WINDSURFING.COM PRICE £539



THE VERDICT

A fast and very compact feeling sail, with a crisp power delivery and precise handling. Well recommended.

OVERVIEW

The Cross is the smallest sail on this test, both in terms of quoted sail area, as well as luff / boom dimensions. It's a compact sail, with a reasonable tuning range on the downhaul (3-4cm between min and max) allowing the leech to fall away significantly in the upper panels, whilst fine-tuning is done on the outhaul. There is more shape in the bottom of the sail than in the past, yet it still sets quite flat above the boom, developing more shape as the power comes on, which in turn enables the protruding main batten above the boom to rotate freely. The Cross has been GA's (or Gaastra's) staple crossover sail for some years now, refined for the new season with a smoother luff curve and a number of the brand's concepts such as Posi-leech, where the cut of this batten above the boom extends beyond the straight line of the leech.

BRAND CLAIM

"For 2015 we have designed the Cross with 5 battens in all sizes and with a shorter boom. This was made possible by the new Posi Leech design and the Compact Batten Positioning... The result is an even lighter and easier bump & jump sail, with more power and range. In addition, it is possible to rig all sizes on a 430cm mast and a 160-210 boom."

PERFORMANCE

On the water, the Cross has the fantastic light, crisp handling characteristics we have come to expect from it over the years, but this year it also generates a good deal of bottom end power to boot. The power is precise and focused rather than soft, and the Dacron luff panel has an elastic limit enabling the sail to breathe and be pumpable as well. It is surprising how efficient it actually is, as the boom length is significantly shorter than others. As the wind increases, apply more tension and the power is locked low in the sail, providing excellent top-end stability. It is a fast comfortable sail for straight-line-blasting work, happily partnering a freerace, even slalom, platform. But that only tells half the story. It is in manoeuvres that the compact crisp nature of the sail really comes into its own. It would make a perfectly reason-

able 'largest sail' in a wave quiver, providing the bottom end power to make the most of marginal winds, yet not feeling out of place on a wave face, where it can be de-powered easily to go neutral in the hands. A real chameleon of a sail, with great appeal to a wide spectrum of sailors and uses.

VITAL STATS

Size: 5.6 m
Luff: 432 cm
Boom: 171 cm
Battens: 5
Ideal Mast: 430 Gaastra 100 RDM.
Extension Req: 2.5cm
Price with Mast: £1108
Available Sizes: 4.8, 5.2, 5.6, 6.0, 6.4, 6.9



GOYA ECLIPSE 5.7

WEB WWW.GOYAWINDSURFING.COM PRICE £589

THE VERDICT

A super stable, direct-feeling sail whose power can be refined and tempered incredibly precisely for each individual. Equally happy blasting in a straight-line or mixing it up in a cross-on break, the Eclipse has reached new heights for 2015.

OVERVIEW

The 5.7 is the third largest in the Eclipse line-up – the powerhouse of the Goya sail range. Rigged on a 430cm RDM, it is easy to rig correctly thanks to the tuning indicator in the top panel. Now, we know that these have been around for eons but we thought it worthy to mention that the sphere on this Eclipse is visually very clear and easy to determine ... on the colour of our test sail at least! Other details on the sail are noticeable, such as the extended wear patch on the head and padded tack fairing, adding to the quality feel of the product.

BRAND CLAIM

"The new Eclipse has great low end power, sports easy handling and massive high wind range plus an unlimited speed potential. Five battens make the Eclipse a very stable sail with super easy handling when very powered up. All wave and wave style sailing conditions are possible with the Eclipse, from down the line and onshore to freestyle-wave sailing. The Eclipse gives stability and range, along with durable construction details. Well suited to both multi and single fin boards."

PERFORMANCE

The Eclipse sets with plenty of defined profile positioned forward in the draft and a progressive amount of twist in the leech. It has an excellent natural range on this set, although by experimenting in marginal winds we did think there was a slight improvement to the elasticity for pumping by releasing the down-haul tension slightly. That said, bottom end power is still impressive leaving the set as recommended, the power delivery coming from quite high and channelling well into the board. It is a very solid foil, helped by the x-ply luff panel that doesn't stretch or breathe itself at all. Instead, it helps to lock in this super dependable wing-like structure that generates direct-feeling power with a tempered ease of the play

in the luff sleeve. It all makes for a very impressive performance – absolute, dependable power across a fantastic wind range, with solid balanced handling throughout. In fact, because the foil structure is so assured, the style of the power delivery can be refined using the double clew-eyelets better than we've felt in many sails past. Use the bottom eyelet for a more locked in stance to reach new speeds, or the top eyelet for a more upright manoeuvre-oriented sensation. It won't go neutral like other specialist manoeuvre-sails, but it has real power on tap to drive through and make the stunt more expressive.

VITAL STATS

Size: 5.7m
Luff: 441cm (fixed)
Boom: 175cm–178cm
Battens: 5
Ideal Mast: 430cm RDM
Extension Req: 11cm
Price with mast: £1089
Available Sizes: 3.4, 3.7, 4.0, 4.2, 4.5, 4.7, 5.0, 5.3, 5.7, 6.2, 6.8



surfstore.co.uk

one stop shopping since 1982

sales@surfstore.co.uk

UK and International windsurf mail order specialists

+ 44 1740 631199

free delivery over 150.00 UK mainland

Package savings of £400.00 +



Starboard Atom
or Carve with
Tush.Bolt or Concept
rig from £1349.00

Fanatic Viper and
Ride rig £999.00
Fanatic Gecko
and E Type Rig
£1690.00



Custom packages all leading brands email sales@surfstore.co.uk



Waterwear packages all leading brands email sales@surfstore.co.uk



Special offers all leading brands - www.surfstore.co.uk

Severne '11/12/13

2012Ezzy

2012Gastra

2011Naish

12/13/14North



S1 £255+
Swat £165+
Blade £250+
Gater £225+
NCX 7.0mt
£349



Tiger5m£349



Cross 5.6 £209 Rally 5.8£270



14 EType£319+
13 Natural£329+
12 Duke £299
09 Ise £230

2011 JPluride 145lt es £399

2013Starboard Carve 151lt £759

2013 Fanatic Gecko 98lt 699

2013 Fanatic Gecko 98lt 699

2013 Fanatic Gecko 98lt 699

2013 Fanatic Gecko 98lt 699

2013 Fanatic Gecko 98lt 699

2013 Fanatic Gecko 98lt 699

2013 Fanatic Gecko 98lt 699

2013 Fanatic Gecko 98lt 699

2013 Fanatic Gecko 98lt 699

2013 Fanatic Gecko 98lt 699

2013 Fanatic Gecko 98lt 699

2013 Fanatic Gecko 98lt 699

2013 Fanatic Gecko 98lt 699

2013 Fanatic Gecko 98lt 699

2013 Fanatic Gecko 98lt 699

2013 Fanatic Gecko 98lt 699

2013 Fanatic Gecko 98lt 699

RRD Evo Board and Rig
135lt, 145lt
£999.00



NAISH BOXER 5.8

WEB WWW.NAISHSAILS.COM PRICE £599



THE VERDICT

The Boxer continues to charm, with bags of useable bottom end power and a unique way to dump unwanted energy during the most intricate transition. A potent weapon for the manoeuvre maestro.

OVERVIEW

Classed as Naish's Compact Wave/Freestyle sail range, the Boxer has been around for some years now and has rightly gathered a strong following. The concept is to reduce swing weight, lower the aspect ratio and promote handling for new-school manoeuvre-oriented riding styles. Using Naish's unique loop-and-go system which offers both traditional 6:1 and 4:1 'loop and go' rigging, be prepared to apply the pressure as the Boxer 5.8 has a good amount of luff curve, tensioning the mast more than any other sail here.

BRAND CLAIM

"The versatile Boxer is a compact 4-batten sail for riders who want to mix wave riding and freestyle sailing in a wide range of conditions. It is designed with a low aspect ratio and short boom, delivering solid power while excelling at both new school wave riding and flatwater freestyle due to its compact dimensions. It also features Naish's Fusion Construction, which integrates a hybrid of high quality, lightweight and durable materials into a single system."

PERFORMANCE

Using the Boxer straight after a more conventional sail on test, you realise just how much sail area of the Boxer is located above the boom. Despite this, its set is familiar and reassuring, with a lovely clean profile in the sail's draft and smooth, easy rotation in the bottom two battens. In marginal winds the Boxer generates plenty of useable power that can be transferred easily to the board to pump it loose off the water. With the centre of effort quite high and back, the feedback in the hands is obvious and response is crisp – it's as if the sail is willing you to use it. And this is where the Boxer took us a bit by surprise. Because there is so much sail area above the boom, when you lean into a transition (be it a gybe or bottom turn) and sheet in with your backhand to

dump the power, you kill the constant drive of much of the sail. What you are then left with through the critical part of the turn is a much smaller feeling sail that is effortless to reposition, before you sheet-out and expose the upper panels to the wind once more. It is a very novel sensation, and with a bit of getting used to, could be very useful indeed. The downside to having all this area above the boom is that the Boxer does begin to hinge a bit in severe winds. The extreme luff curve tension in the leading edge does its part to annul much of the backwards creep, but by becoming backhanded, the Boxer does lose some of its appeal and manoeuvre prowess. The advice would be to change down earlier and make the most of the smaller Boxer's bottom end power.

VITAL STATS

Size: 5.8 m
Luff: 436 cm (adj)
Boom: 176 cm
Battens: 4
Ideal Mast: 100% 430 cm RDM
Extension Req: 6 cm
Price with mast: £1288
Available Sizes: 3.6, 4.0, 4.4, 4.7, 5.0, 5.4, 5.8, 6.2





JUICE BOARDSPORTS

SPECIALISTS IN WINDSURFING & STAND UP PADDLEBOARDING

We've moved!

Easy to find just 5 mins off
M1 and 10mins from M62.

**NEW
PREMISES**



CLOSEOUT DEALS

BOARDS

Make	Model	Size	Year	RRP	NOW
Starboard	Kode Wood	113	2013	£1,399	£1,049
Starboard	Kode Technora	103,113	2013	£1,259	£899
Starboard	Evo 16	76	2012	£1,549	£499
Simmer	Freewave	105	2013	£1,599	£799
Starboard	Futura Carbon 101,121,131		2014	£1,699	£1,349
Starboard	Futura Wood	131	2014	£1,449	£1,159
Starboard	Carve Carbon 121,141,151,161		2014	£1,749	£1,319
Starboard	Kode FS Wave Technora 94		2014	£1,499	£1,199
Starboard	Kode FS Wave Carbon 94		2014	£1,699	£1,359
Starboard	Kode Wave Carbon 77 92		2014	£1,699	£1,279
Starboard	Quad Carbon 87 92		2014	£1,799	£1,349
Starboard	Isonic Carbon 87 117		2014	£1,899	£1,499
Starboard	Black Box Wood 87		2014	£1,569	£699
Starboard	Black Box Carbon 87		2014	£1,769	£799
Starboard	Atom 100		2014	£1,499	£1,199
Starboard	Atom 120		2014	£1,499	£1,199

SAILS

Severne	Blade	4.7	2014	£509	£389
Severne	Blade	5.7	2014	£555	£419
Severne	Swat	3.3	2014	£369	£279
Severne	Swat	4.7	2014	£419	£319
Severne	Swat	5.2	2014	£429	£329
Severne	Swat	5.7	2014	£439	£339
Severne	Freek	5.6	2014	£439	£329
Severne	Freek	5.9	2014	£449	£339
Severne	Gator	4.5	2014	£465	£349
Severne	Gator	5.0	2014	£489	£369
Severne	Gator	5.5	2014	£519	£389
Severne	Gator	5.7	2014	£529	£399
Severne	NCX	5.5	2014	£475	£359
Severne	NCX	6.0	2014	£489	£369
Severne	NCX	6.5	2014	£499	£379
Severne	NCX	8.0	2014	£529	£399
Severne	Overdrive	5.6	2014	£555	£449
Severne	Freek	5.9	2013	£449	£309
Tushingham	Lightning	9.4	2013	£549	£399
Tushingham	T4	7.5	2013	£455	£329
Tushingham	T4	7.0	2013	£435	£309
Tushingham	Storm Force	6.25	2013	£455	£329
Tushingham	Storm Force	5.25	2013	£415	£299
Tushingham	Storm Force	4.75	2013	£389	£279
RRD	Move	6.7	2013	£555	£359
RRD	Move	5.7	2013	£525	£349
Simmer	V max	7.9	2012	£499	£299
Simmer	V max	7.2	2012	£495	£289
Simmer	2XC	7.8	2013	£569	£389
Simmer	2XC	7.1	2013	£559	£369
Simmer	Veron	7.5	2013	£439	£289
Simmer	Veron	6.5	2013	£415	£279
Simmer	Blacktip	4.7	2014	£495	£379

MASTS

Tushingham	RDM Wave 100% Carbon	430	2014	£335	£285
Tushingham	RDM Wave 100% Carbon	370	2014	£299	£239
Tushingham	Carbon 75% SDM	370	2014	£245	£199
Tushingham	Carbon 75% SDM	400	2014	£259	£209
Tushingham	Carbon 75% SDM	490	2014	£319	£259
Tushingham	RD60 60% Carbon	340	2014	£165	£139
Tushingham	RD60 60% Carbon	370	2014	£179	£149
Tushingham	RD60 60% Carbon	400	2014	£185	£159
Tushingham	Speed Pro SDM 100% Carbon	370	2014	£295	£219
Tushingham	Speed Pro SDM 100% Carbon	400	2014	£329	£249
Tushingham	Speed Pro SDM 100% Carbon	430	2014	£369	£279
Tushingham	Speed Pro SDM 100% Carbon	460	2014	£419	£319

2015 RIG PACKAGE OFFERS

Tushingham Bolt Rig (60%)
5.5, 6.5, 7.5m (Red or Cyan)

Starboard Atom Tufskin
110, 120, 130, 140
OR
Starboard Carve
131, 141, 151 or 161 AST
OR
Starboard Atom Windsurfer
160 (with daggerboard)
From £1499 **TUSHINGHAM**

RRD X-tra Rig
4.5, 5.0, 5.5, 6.0, 6.5, 7.0, 7.5, 8.0m
RRD Evolution 360 Duratech
M, S, XS
OR
RRD Firemove E-Tech V2
102, 112, 122, 130, 140
From £1299

**FREE BOARD BAG
WITH ALL NEW WAVE AND
FREERIDE BOARDS**

WETSUIT CLEARANCE SALE
call shop for details

2ND HAND KIT

BOARDS

Make	Model	Size	Year	Condition	NOW
Starboard	Ultrasonic Carbon	147	2013	A	£999
Starboard	Ultrasonic Carbon	147	2011	B+	£799
Starboard	Kode Technora	94	2013	B	£599
Starboard	Kode Carbon	103	2012	D/R	£350
Starboard	Quad 82 Carbon	82	2014	A	£999
Starboard	Futura Technora	122	2011	B/R	£449
Starboard	Atom with Noseguard	110	2014	B+	£995
Starboard	Carve Carbon	131	2014	B+	£995
RRD	Quad V4	75	2011/12	B	£399
RRD	TWIN TIP LTD	101	2014	B	£799
RRD	TWIN TIP LTD	100	2012	A	£599
RRD	Hardcore Wave small	75	2006	B	£95
RRD	FSW Wave	120	2010	B/R	£399
Naish	Freeride Global	104	2010	B+	£395
JP	All Ride	96	2012	B	£399

SAILS

Severne	Turbo	8.1	2014	B+	£299
Severne	Blade	5.3	2014	A	£259
Severne	Blade	5.3	2014	B+	£259
Severne	NCX	7.5	2014	B	£299
Severne	NCX	7.5	2011	B	£159
Severne	Freek	5.9	2014	A	£249
Severne	Freek	4.4	2013	B	£229
Tushingham	X-15	5.8	2012	A/SR	£199
Tushingham	Lightning	9.4	2013	B	£229
Tushingham	Lightning	8.5	2014	A	£350
Tushingham	Lightning	5.4	2009	B	£99
Tushingham	Rock	4.0	2009	B	£109
Tushingham	Rock	4.5	2009	B	£109
Tushingham	Rock	5.0	2009	B	£115
Tushingham	Storm	5.0	2006	C	£80
Tushingham	Storm Force	6.25	2007	B/R	£99
Tushingham	Series 6	5.9	2008	B	£40
Simmer	2XC	6.0	2011	B	£149
Ezzy	Wave Panther III	4.2	2012	B+	£199
Ezzy	Wave Panther III	5.2	2012	B+	£219
Nell Pryde	Diablo	7.4	2002	C	£50
Nell Pryde	V8	7.2	2003	C/R	£50
North	Natural	7.5	2010	B+	£95

MASTS

Tushingham	100% SDM	460	2014	A	£279
Tushingham	100% RDM	430	2014	A	£219
Tushingham	Freewave 75%	370	2009	B	£99
Technofibre	Tsunami wave 45%	400	?	B	£40
MK	400cm	400	??	B	£40

BOOMS

Streamlined	Carbon RDM	140-190	2012	B	£279
RRD	MR alloy with lines/uphaul	140 - 200	2011	B	£69
Fanatic	cheap boom	175-220	?	C	£25
Mystic		160-210	?	B	£69

CONDITION GUIDE

A - EXCELLENT B - GOOD C - OK D - WELL USED
/SR - SMALL REPAIR /R - REPAIRED MD - Minor Damage

EMAIL FOR PICTURES

SHOP ONLINE! www.juiceboardsports.co.uk

NEXT DAY DELIVERY ON MOST ITEMS

FREE SHIPPING ON ALL NEW PRODUCT ORDERS OVER £150

JUICE PRICE GUARANTEE, WE WILL MATCH OR BEAT ANY ADVERTISED PRICE!

01484 860640 • team@juiceboardsports.co.uk

NORTH SAILS VOLT 5.9

WEB WWW.NORTH-WINDSURF.COM PRICE £555



THE VERDICT

The Volt has fantastic bottom end power, made all the more useful by its explosive jump-start response to pumping. With a large tuning range available it retains its upright stance for easy manoeuvres over an impressive wind range.

OVERVIEW

The 2015 North Sails line-up has been condensed significantly into just six sail ranges, with the Volt sitting neatly between the Idol (freestyle) and Hero (wave) as their crossover option. The brand's argument for this dramatic move is that they can then focus on the development of each individual sail (even each sail size within each design) more and release products that they are "100% sure have been extensively tried and tested." The Volt is tested here in its standard guise, but for £40.00 more you can purchase the HD version, which substitutes the monofilm panels with use of x-ply throughout.

BRAND CLAIM

"Within its first year the VOLT has established itself as THE Freestyle Wave sail. The second generation of the 5 battens bestseller convinces with extremely high draft stability and a very wide wind range, especially in overpowered conditions. The ideal partner for classic single fin boards!"

PERFORMANCE

Rigging the Volt is straightforward, the RDM mast sheathing up the wide luff tube effortlessly (as it can be used with an SDM as well) whilst the downhaul is easily applied thanks to relatively little luff curve in the sail. There is a good range of set available, defined by the rigging and tuning guides that North, as a brand, has become synonymous with. In marginal winds, the Volt really comes into its own. Easily the tallest and one of the widest sails on test here, it has fantastic bottom end punch, breathing to adopt a deep powerful profile as you pull in with the backhand. But it's the Volt's ability to pump and release its board that really sets it apart from the crowd. The reduced luff curve enables the rider to sense the flicky response of the mast, which combined with a high centre of effort gives each pump of the sail an amazing jump-start lurching sensation! It is very effective. Once on the plane,

the Volt is balanced in the hands, settling into an upright and easy stance. Rigging with quite a loose leech, even in minimum set, it doesn't have a sharp, responsive nature but remains composed and well mannered, enabling the rider to stand up, ease out, and reposition the sail when required. As the wind increases, any decay in the sail's stability can be halted by applying more downhaul, loosening the leech yet more and locking the draft in place. With all this looseness in such a large leech area, the Volt concentrates on retaining its manners rather than providing instant response, coping well with gusty conditions and remaining controllable in transition.

VITAL STATS

Size: 5.9 m
Luff: 448 cm (fixed)
Boom: 181 cm
Battens: 5
Ideal Mast: Platinum 430cmRDM
Extension Req: 18 cm
Price with mast: £1075
Available Sizes: 3.4,3.7,4.0, 4.2,4.5,4.7,5.0,5.3,5.9,6.4,6.9





WETNDRY BOARDSPORTS

FOLLOW
US ON



RRD FREESTYLE WAVE LTD

88 - 94' - 100' - 106'



STARBOARD KODE FREEWAVE

94 - 103'



JP FREESTYLE WAVE

93 - 102



STARBOARD ATOM

100 - 110'



JP MAGIC RIDE

104' - 111 - 118 - 132



RRD FIREMOVE LTD

102' - 112' - 122



NEILPRYDE
RYDE

NEILPRYDE
HELLCAT

RRD
EVOLUTION

NEILPRYDE
FUSION

NEILPRYDE
HORNET

SEVERNE
NCX

SEVERNE
BLADE

TUSHINGHAM
BOLT

EZZY
ELITE 3

Stay warm this winter

- ① ION QUANTUM AMP 5/4 £259
- ② ION QUANTUM SEMI-DRY 5/4 £189
- ③ ION ONYX SELECT 5/4 £359
- ④ ION ONYX SEMI-DRY 5/4 £169
- ⑤ ION SHELTER JACKET £139
- ⑥ ION CLAW GLOVES £22.50
- ⑦ ION BALLISTIC SOCKS & BOOTS 6/4 FROM £59.95
- ⑧ SPARTAN EXTREME DRY £395
- ⑨ O'NEILL PYRO TECH 5/4 £249
- ⑩ O'NEILL PSYCHOFREAK FZ 4/3 £320

New special offer boards & sails

BOARDS	WAS	NOW	SAILS	WAS	NOW
2013 JP FREESTYLE WAVE FWS 92	£1299	£799	2014 NEIL PRYDE FUSION 7.2	£599	£395
2013 JP ALLRIDE FWS 106	£1299	£799	2014 NEIL PRYDE FUSION HD 6.1	£579	£395
2014 STARBOARD KODE CARBON 94	£1699	£1189	2014 NEIL PRYDE ATLAS 5.4	£559	£395
2013 RRD FREESTYLE WAVE X TEC 96	£1375	£795	2014 SEVERN GATOR 5.3	£499	£389
			2013 RRD MOVE 6.2	£499	£325

Second hand and ex-demo

BOARDS		2014 JP SUPER SPORT 112 PRO	£995
2014 RRD FIRE MOVE V2 LTD 130	£899	2014 JP MAGIC RIDE 118 FWS	£895
2014 RRD FIRE MOVE V2 LTD 122	£899	2013 JP SLALOM PRO 68 112 LTR	£895
2014 RRD FIRE MOVE V2 LTD 112	£899	2012 JP FSW PRO 77	£595
2014 RRD FIRE MOVE V2 LTD 102	£899	2014 STARBOARD QUAD 100 CARBON	£945
2014 RRD FSW LTD V3106	£1199		
2014 RRD FSW LTD V3 100	£1199	SAILS	
2014 RRD FSW LTD V3 94	£1199	EZZY ELITE 5.3	£295
2013 RRD FREESTYLE WAVE LTD 96	£695	EZZY ELITE 2 5.7	£325
2012 RRD X FIRE LTD 90	£695	EZZY WAVE PANTHER 34.5	£210
2014 JP SUPER SPORT 100 FWS	£895	RRD MOVE MK2 5.2 2014	£330
		RRD MOVE MK2 4.7 2014	£320

LOTS MORE ONLINE AT
WETNDRYBOARDSPORTS.COM

CHECK ON-LINE OR CALL FOR INFO

01268 56 99 88

WET N DRY BOARDSPORTS, SADLERS HALL FARM, LONDON ROAD (B1464), BASILDON, ESSEX, SS13 2HD

RRD MOVE 5.7M

WEB WWW.ROBERTORICCIDESIGNS.COM PRICE £514



THE VERDICT

A well built, easy-to-use and versatile sail that retains its manners throughout its vast, tunable wind range. The Move has a familiar set and feel that makes it easy to get the most out of.

OVERVIEW

Offering a range of 7 sizes from 7.2m to 4.2m, the Move is the RRD loft's one-sail-does-all, the 5.7m given 5 battens to aim squarely at the "bump, jump and blast" market. Possessing slightly shorter and squatter dimensions than the average in the group, it has relatively little luff curve, making it easy to apply the downhaul tension. Setting conventionally, there is also a large tuning range available, the leech falling away progressively as more tension is applied and using the outhaul to fine-tune the power delivery.

BRAND CLAIM

"The Move is without a doubt, the most versatile sail range in the RRD line. The concept ... is to provide the ultimate sail no matter what the wind strength. The 6.2 and 5.7 feature 5 battens and are the perfect match for a sporty freestyle wave / freemove board. Blasting, jumping, gybing, they do it all."

PERFORMANCE

With an upright stance the Move generates a good amount of useable power in marginal winds and can be used to pump onto the plane effectively. The style of feedback is quite soft and manageable, going relatively neutral in the hands as you ease out with the backhand. This makes it fun to throw-about and use in old-school, perhaps even some new-school freestyle tricks, whilst not feeling out of place around a break. The response might not be as instantaneous, sharp or precise as the manoeuvre-specialist may demand, but its manners and measured power delivery is welcome for most. Such is the control, that you feel you can venture out into whatever terrain is in front of you – go for a blast on flat water or do battle with a coastal arena, safe in the knowledge that you are backed by your sail. In overpowered conditions, you can continue to apply the tension to let the

sail twist off and break, spilling any excess power and locking the centre of effort forward. We were quite surprised just how tunable the Move was. With such an upright leading edge, we thought it would experience behavioral issues at the top of its range ... but none of it! It is a great example of a conventional feeling all-rounder which will happily partner most board styles and perform dependably.

VITAL STATS

Size: 5.7 m
Luff: 434 cm (adj)
Boom: 180 cm
Battens: 5
Ideal Mast: RDM 430 cm
Extension Req: 4 cm
Price with mast: £809
Available Sizes: 4.2,4.7,5.2, 5.7,6.2,6.7,7.2



BOOM!

Heads Up for 2015!

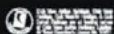
The 2015 kit, over 300 Boards & Sails
Windsurf: Fanatic, Starboard, RRD, JP & Severne
SUPs: Fanatic, JP & Starboard
MTBs: Whyte 901

We don't compromise

club
vass
.com

SEVERNE

© jayhoney www.clubvass.co.uk



club
VASSILIKI
greece

clubvass.com

0844 463 0191



SEVERNE GATOR 5.7M

WEB WWW.SEVERNESAILS.COM PRICE £529



THE VERDICT

A distinctive sail in both quality and feel, the Gator has a blend of light handling and balanced power that endeared it to many. Recommended.

OVERVIEW

The 5.7m is one of 14 sizes in the mahoosive Gator range, going from 3.7m, right up to 8.0m. Rigging it is a cinch, as the tack roller pulley is orientated in line with the mast-foot rollers. More importantly, the Gator doesn't possess a great deal of luff curve, so the bend induced in the mast isn't as significant as most. In fact, it was that easy, we found ourselves playing the downhaul tension without the use of a downhaul tool - a real plus if doing it away from your launch spot. A closer look over the sail and you begin to see the attention to detail - it is a well thought out product that exudes quality.

BRAND CLAIM

"The Gator is the perfect sail for plug and play rigging simplicity, combined with lifelong durability. The

Gator is a single sail range that covers any windsurfing conditions, anywhere on the planet. From high-wind bump and jump, to 8.0 freeriding on a lake, the Gator has it covered. The core principles are durability, manoeuvrability and a consistent feel across all sizes."

PERFORMANCE

In marginal winds, the Gator can be set with minimal tension, the leech falling away in the top two panels, whilst the lower panels boast a good amount of shape. The power of the sail comes from high and far forwards and can be used effectively to drive the most stubborn board onto the plane. The centre of effort is really focused, making the sail super balanced in the hands. It's not really a sail to grunt, pump and cajole a board onto the plane with; instead, hold it upright, adopt the right stance and let it do the work for you. Once going, that high and forward power never seems to pull the rider to his toes as you might expect, but instead promotes an upright, manoeuvre inducing sailing position. With little pressure in the backhand and a high cut foot, it is a great sail to throw into carving and ducking transitions. As the wind increases, the Gator exhibits excellent manners, even when poorly set,

but apply more tension and the leech opens without pulling the shape out of the sail's profile. The Gator 5.7m is a tall sail both in terms of dimensions and in the stature it adopts on the water, yet it has an impressive wind range and was a pleasure to use. All who tried it came off the water in a good mood. Now that can't be a bad thing!

VITAL STATS

Size: 5.7 m
Luff: 442 cm (adj)
Boom: 176 cm
Battens: 5
Ideal Mast: 430 RDM
 Severne Gorilla
Extension Req: 12cm
Price with mast: £928
Available Sizes: 3.7,4.0,4.2, 4.5,4.7,5.0,5.3,5.5,5.7,6.0, 6.5,7.0,7.5,8.0







WINDSURF COACHING

www.windsurfcoaching.com

TOURS

TAKE YOUR WINDSURFING TO THE NEXT LEVEL AND HAVE A LOVELY OLD TIME WITH CLINICS FOR ALL LEVELS IN THE UK AND AROUND THE WORLD.





Dahab 8th-15th Mar

Tenerife 22nd Mar - 5th Apr

Austria 24th Apr - 3rd May

Sardinia 9th-16th May

Sardinia 17th-24th May Boat Trip

Sardinia 25th-31st May Boat Trip

Crete July / August Dates TBC

2015 TOUR

Courses Start From

£150.00

PRIVATE TUITION AVAILABLE MAIL FOR INFO

THIS YEARS MUST HAVE COACHING AID

GoPro

DVD £19.99

only £29.99

QUALITY BEACH TOWEL AND GYING AID ROLLED INTO ONE




facebook windsurfcoaching

twitter @windsurfcoachin

info@windsurfcoaching.com



www.jonti.co.uk



GRAFHAM WATER

PERRY

A1

WINDSURFING TUITION CENTER
HIRE ALSO AVAILABLE

GRAFHAM WATER SAILING CLUB
PERRY, HUNTINGDON, CAMBS, PE28 0BU

TEL 01480 811242

EMAIL sales@jonti.co.uk

NEW 2015 KIT - TOP BRANDS






PROLIMIT RAMBLER SEAT HARNESS

RRP £99
Now £69

FANATIC VIPER

70.80
RRP £899
Now £699

IN STOCK!

TUSHINGHAM BOLT

WINDSURF MAG SPECIAL APRIL OFFER

FREE

OUTHHAUL/DOWNSHAUL MAINTENANCE SPOOL

10m x 4mm Prestretch RRP £10

With any orders over £20

Available: Online/Phone/Shop

Just quote

"WINDSURF MAG OFFER"

NEW BOARDS ON OFFER

Board	RRP	SALE
Fanatic Viper	70.75, 80	£899 £699

NEW SAILS ON OFFER

Board	RRP	SALE
Thunderbird 4	7.0m	£435 £369
Thunderbird 4	8.0m	£499 £445
Thunderbird 3 '09	8.0m	£415 £355
Thunderbird 3 '09	8.5m	£439 £375
Storm F10 '10	4.0m	£299 £263
Storm F10 '10	6.0m	£375 £329
Dino Rig	2.7m	
- New mast + used boom		£269

NORTH

Board	RRP	SALE
Natural	7.0m	£329 £259

USED BOARDS

Board	RRP	SALE
BIC Nova	120	£299
Fanatic Viper 85	285	£399
Mistral Equipe II		£299
Starboard Kode	102	£499
Starboard Tandem Gemini		£799

NEW MASTS ON OFFER

Board	RRP	SALE
TUSHINGHAM Proseries Carbon 100%	5.2m	£489 £399
Proseries Carbon 100%	4.6m	£459 £365
FreeWave Carbon 75%	3.7m	£235 £199
FreeWave Carbon 75%	4.3m	£245 £225
FreeWave Carbon 75%	4.9m	£285 £245
RD Wave Carbon 100%	3.7m	£299 £249

NORTH

Board	RRP	SALE
Gold carbon 75%	4.9 m	£329 £279
Red carbon 35%	4.6 m	£159 £125

ONE

Board	RRP	SALE
SDM 75% carbon	5.20m	£245 £199
SDM 100% carbon	5.20m	£369 £299

PROLIMIT

Board	RRP	SALE
Global Series Carbon 35%	3.7m	£129 £99
Waterman Raptor Carbon 40%	4.6m	£149 £132
Waterman Raptor Carbon 40%	4.9m	£159 £139
Waterman Raptor Carbon 20%	3.7m	£99 £85
Waterman Raptor Carbon 20%	4.3m	£115 £99
Waterman Raptor Carbon 20%	4.6m	£125 £109

YES

Board	RRP	SALE
Carbon 35%	4.0m	£125 £95
Carbon 35%	4.3m	£130 £95
Carbon 35%	4.6m	£135 £109
Carbon 35%	4.9m	£140 £109

STAND UP PADDLE BOARD LESSONS NOW AVAILABLE!

See website for details

Visit the online shop for more bargains!

www.jonti.co.uk

SIMMER APEX 5.7M

WEB WWW.SIMMERSTYLE.COM PRICE £550



THE VERDICT

The Apex is a real rhinoceros of a sail, with massive wind range and a strong, grunty, dependable nature, ideally suited for riders who crave constant useable power and love to charge around a break at speed.

OVERVIEW

Rigged on an RDM mast, the Apex has a large luff tube, enabling the sail to adopt a deep draft and lots of shape in the bottom two battens. The range of set is impressive for relatively little tuning – with just 3cm of extra downhaul from minimum set, the leech falls away completely, right down to the clew, whilst the shape remains fixed low in the sail. Build quality is excellent as we have come to expect from Simmer Sails and is sure to provide years of service.

BRAND CLAIM

"The Apex is our crossover power house wave sail. It is designed for high top-end speed, power and control.

This is a sail that makes the most out of average type conditions. The effective sail profile allows you to use a smaller sail size than you normally would and still stay manoeuvrable. The Apex low aspect ratio and five batten outline makes this our most stable wave sail, with a massive wind range and great control for high wind jumping."

PERFORMANCE

On the water, the Apex provides a good deal of constant positive power through the backhand. With a deep powerful profile, the centre of effort is locked down and back, which, coupled with a relatively high clew eyelet gives a good amount of useable feedback to pull against. This makes the sail very pumpable and with good technique can get a board planing earlier than most here. Once going, the Apex has quite a locked-in feel; it is soft and flexible enough to cope with severe sea states and moves around the rider, rather than pulling them out of shape, and so can be used to reach an impressive top speed. In manoeuvres or transitions the Apex is balanced and easy to reposition, but the power is always noticeable. It remains present and wants to get involved, rather than disappearing like a sharp precise on-off wave-sail. The looseness in its upper panels give it a smooth,

measured, response speed rather than sharp or instantaneous. This sail loves to breathe and as soon as the wind increases, any nerves can be settled by applying extra tension. It then becomes a real high-wind blaster, asking to be pinned down and partnered with an efficient board to charge around a break. The pull is grunty but the power delivery is soft, super stable and dependable, enabling it to be used to great effect and absorbing gusts well.

VITAL STATS

Size: 5.7 m
Luff: 435 cm
Boom: 178 cm
Battens: 5
Ideal Mast: (according to website) 430 RDM / 21 Simmer 8
Extension Req: 5 cm
Price with mast: £989
Available Sizes: 4.2,4.5,4.7, 5.0,5.3,5.7,6.2,6.7





**Ferry Road
Shoreham by Sea
West Sussex BN43 5RA**
TEL. 01273 465366
FAX. 01273 462229
mail@surfladle.co.uk
www.surfladle.co.uk

Thinking of coming back to the **BEST SPORT** in the **WORLD**? Perhaps you've always **RENTED** but now want to **BUY**?
Well this is the PACKAGE for YOU!



From Only £1549.00!

RRD FIREMOVE WOOD with RRD X-TRA SAIL
plus **RRD EVO RDM MAST** and **NARROW GRIP BOOM**
make this a **FANTASTIC BUY!**
CALL NOW FOR BOARD AND SAIL SIZES AVAILABLE!



SIMMER • GOYA • STARBOARD • EZZY
NEW & USED • BARGAINS • MAIL ORDER • REPAIRS



OPENING TIMES: Mon-Sat* 9.30am to 5.30pm.
Sunday Summer 10am to 4pm Sunday Winter 10am to 1pm
***PLEASE NOTE: We are Closed on Tuesdays**

BRAY lake WATERSPORTS



- Windsurfing Tuition
- Beginner to Advanced
- Group and Private Tuition
- Juniors and Adults Welcome
- Centre open 7 days a week
- Hire, Demo and Retail Centre
- Located within easy access of M4, M25, M40 and M3

SALE ON SUMMER GEAR

- including • **2014 EQUIPMENT** • **EX-DEMO**
• **HIRE BOARDS AND SAILS**



tel: 01628 638860

www.braylake.com

info@braylake.com

**Bray Lake Watersports Monkey Island Lane
Windsor Rd Maidenhead Berks SL6 2EB**

TUSHINGHAM BOLT 5.75M

WEB WWW.TUSHINGHAM.COM PRICE £455



THE VERDICT

Within its range, the Bolt provides crisp, direct feeling power and an easy versatile riding stance. It is a good step towards fulfilling a brilliant 'one-range-does-all' concept.

OVERVIEW

The Bolt was launched by Tushingham in 2014 as their new flagship sail range to supersede three predecessors – the Storm, Thunderbird and Lightning ranges. So then you could have one sail quiver, safe in the knowledge that the riding feel of each sail is consistent throughout, ensuring minimal overlap. A great concept ... how would it stack up? The 5.75m tested here replaces the Storm and rigs in a conventional manner, with macro tuning on the downhaul and fine-tuning on the outhaul. There are also some nice additions on the new sails, such as an in-line tack roller pulley (making downhaul application that much easier), and an extensive use of scrim in the upper panels. Build is rugged and hardwearing as we have come to expect and the

new V-arrow graphic through the middle of the sail stands out on the water.

BRAND CLAIM

"Sharing the full laminate construction of its 4 bat-ten siblings, it boasts all the durability benefits of the smaller sails. The classic bump-and-jump all-round freeride sail that can still be used in waves on those lighter wind days. Smooth power delivery and maintaining the lightweight manoeuvrable feel."

PERFORMANCE

On the water the very nature of the Bolt is different from its predecessor. It still has the familiar Dacron luff panel of a Tushingham, yet the feedback in the hands is much more direct. Hit by a gust and it transfers the power forcefully to the board, generating an impressive bottom end performance. This is where the Bolt excels, feeling grunty and positive through the backhand, the centre of effort quite far back in the sail. Once going it settles into a balanced comfortable stance, midway between locked in and upright. The drive is always available in your backhand, but you can stand-up, ease out, and the sail retains its composure. Whilst the Storm's strength was that you could just throw it together

and it would perform well, the new Bolt replacement is a more refined creature and demands a little more attention to tuning. As the wind increased, we did play extensively with the downhaul to try and lock the centre of effort in place. In this instance the leech does open more, but to the detriment of the sail's profile low in the draft, making it feel twitchy and unstable. Instead, we found the best tuning was to set moderate downhaul and tweak the outhaul, where centimetres can make a big difference and reduce the rate of decay. As such, the Bolt is a solid performer within its range, particularly for direct useable bottom end power to make the most of marginal winds.

VITAL STATS

Size: 5.75 m
Luff: 440 cm (adj)
Boom: 183 cm
Battens: 5
Ideal Mast: 430 cm
Extension Req: 10 cm
Price with mast: £790
Available Sizes: 4.0, 4.5, 5.0, 5.25, 5.5, 5.75, 6.0, 6.5, 7.0, 7.5, 7.8, 8.5, 9.5



Windsurfing Holidays

Procenter Rhodes

Jürgen Nieme
Bertrand Crausaz



Palm beach
Hotel Blue Horizon****, Ialysos

** Special Offer **

Visit us between the 24.04 to the 30.5
In double sea view rooms, half board
and 7 days of windsurfing gear for only

350 Euro

*Constant wind,
beautiful hotel directly on the
spot with the latest equipment
What could be better for
your 2015 windsurfing vacation, , ,*

2015



info@procenter-rhodos.com
www.procenter-rhodos.com

Downwind Dave' plays a starring role for JC's canons outside the Reef, on Anse De Sables Beach at the south of St Lucia.

Words & Photos
JOHN CARTER

WISH YOU WERE HERE!

HERE AT WINDSURF TOWERS HQ, we don't give holidays, well not to JC anyway, so when he asked for a rare permission to be granted we immediately said no. "Holidays ? - I don't think so Carter, you're always on blooming holiday !" "But this is my one chance to get brownie points, wrap a story and tell the world of an unspoilt Caribbean Island that's perfect for families, has great windsurfing and ..."

Ok ok JC we get it, just promise us that in between sipping cocktails and sunning yourself in St Lucia you bring back a report on the local windsurf scene...a postcard would be nice too, oh and PS, remember company health and safety - don't get too sunburnt ..knotted hankies and plenty of sunscreen there's a good chap ! :)



ABOUT ST LUCIA

JC: Waking up to the symphony of tropical birds, a warm breeze and a palm fringed beach fifty metres from my room is definitely something I could learn to live with. I have been lucky enough to visit plenty of the Caribbean islands in my time but I have to say that St Lucia is without doubt the most beautiful of them all. St Lucia really is the Caribbean we all dream about, a small lush gem that is still quiet and relatively unspoiled. Located midway down the Eastern chain of islands between St Vincent and Martinique and around 100 km north of Barbados, the island is a mere twenty seven miles long and fourteen miles wide. It's kind of shaped like a pear or an avocado with the Atlantic Ocean kissing the eastern shore while the stunning beaches of the west coast owe their beauty and calmness to the Caribbean Sea. Its dramatic peaks, the Pitons, rise majestically from the Sea, sheltering lush rain forests, where wild orchids and giant ferns grow amongst the bananas and palm trees.

THE WINDSURFING

As for the windsurfing, the trade winds blow from December all the way through until July with the best location by far for action being outside the Reef windsurf and kite centre at Anse De Sables beach at the very south of the island. The bay boasts a two kilometre long sandy beach with wind blowing cross shore from the left. About a mile offshore, the real reef embraces the bay, providing a perfect playground for the more advanced sailor. Inside the reef offers crystal clear flat water, with bump and jump conditions, ideal for intermediate level sailors. Out in the water the two uninhabited Maria Islands, Maria major and Maria Minor provide a stunning backdrop to this awesome sailing arena while downwind, the Lighthouse on top of the Moule a Chique is the perfect place to grab an aerial view of this awesome location.

The Reef also provide Bed & Breakfast accommodation with single rooms priced at US\$55 and double rooms US\$66 per night, including all tax and full breakfast. The Beach Cafe & Restaurant at The Reef is open seven days per week from 8am - 10pm, (Mondays until 6pm), serving up a nicely varied menu of Creole and international sea food, a range of fast foods, including home-made pizza, fresh milkshakes, cappuccinos, cold beers and cool cocktails which are the perfect way to wrap up a days sailing in the Caribbean.

The Reef is co-owned by Cecile Wiltshire and Jolien Harmsen. Cecile started it back in 1994 and Jolien came on board a few years later. Cecile is St Lucian and an ex software engineer who lived (from the age of 10), studied, worked (and windsurfed) in the UK and Jolien is a Dutch born author and Doctor, who has lived in St Lucia since 1994 and holds a PHD in social history based on the research she has done on the island. Jolien has written two books, one as co-author on the history of St Lucia and the other a fictional murder mystery called Rum Justice based in the Caribbean. Jolien was kind enough to give us a guided tour in her Island style jeep, up to the Moule a Chique lighthouse, which incidentally was supposed to be shipped to another St Lucia in South Africa but a huge mistake in the fine print of the intended address meant it ended up in St Lucia, Caribbean, where it was happily accepted by the local authority and installed at the top of the peninsula.

The trades were blowing every day of our trip, although the occasional tropical shower, which the locals refer to as liquid sunshine, can shut down the wind until it eventually fills back in. The launch area is mostly sandy with a negligible shore break the further upwind you launch. Downwind the waves are slightly more challenging especially after a few days of strong trades which tend to stir up a bit of swell inside the reef. The water is warm and there is no need for a wetsuit, although wearing a Lycra is advised to protect from sunburn. Incidentally, it is illegal for windsurfers to land on either of the two islands, which are nature reserves, without prior permission.

The Reef centre offers a decent range of equipment for rental from Starboard and Mistral plus a quiver of North sails from 4m all the way through to 7.5m. Prices start at \$US35 dollars for two hours with different deals ranging up to \$US350 for a full weeks rental. The Reef offers a storage package for US \$80 a week which also covers free Wi-Fi, showers, sun loungers and use of the centre's safety and rescue service.



Dolphins ! - we love dolphins ;)

// Dave Wade cruising the strip!



“ ST LUCIA REALLY IS THE CARIBBEAN WE ALL DREAM ABOUT, A SMALL LUSH GEM THAT IS STILL QUIET AND RELATIVELY UNSPOILED ”

FEATURED RIDER, 'DOWNWIND DAVE'

Obviously being on holiday meant I was on my own and not travelling around with any pro windsurf superstars; cue my mate Dave Wade who was also on the holiday with us with his family. Dave is what I would call an 'average Joe' level sailor who likes to blast around in flat water in the summer back home on the Isle of Wight. He probably makes fifty per cent of his gybes and often ends up downwind, hence his nickname 'Downwind Dave'. We kind of had to blag to Jolien, that Dave was my pro rider and the guy I would be shooting for the magazine feature in order that he could use the kit for free. Come the day of the shoot, all of a sudden I could tell poor Dave was feeling the pressure, all eyes were going to be on my pro rider and he didn't want to blow his moment of fame. Armed with a North 6.5 and Starboard Kode 112, Dave boldly ventured out into the azure water, in a steady 18 knot breeze and headed towards the Maria Islands. All I can say is that Dave lived up to his nickname with dignity intact, we managed to scramble out a few cool shots and made it to the bar for some icy cold Piton beers in time for yet another stunning Caribbean sunset. Another perfect day in paradise!

AROUND THE ISLAND

Any trip to this wonderful island, would not be complete without exploring the stunning coastline between Gros Inlet and the Pitons at Soufriere. At the St James Club, a guy called Joy runs an amazing boat trip down the coast which takes in all the sights, including the Pitons and a taxi to the live volcano and mud baths at Mt Soufriere. On the way back our boat cruised offshore where we tracked down a huge school of dolphins whilst sipping a few more of those icy cold Piton lagers, all in front of the back drop of the Pitons; not a bad way to end an awesome day on the water. Marigot Harbour is also well worth a visit; a completely sheltered anchorage and home to the rich and famous visiting St Lucia. Our guide reckons both Mick Jagger and George Foreman both have luxury houses overlooking the harbour but I am not sure if he was spinning a tale to impress us all on the boat.



// St James Club shore break.



www.plaka-watersports.com

+306945916790 • info@plaka-watersports.com

The Reef
KITE + SURF
ST LUCIA • CARIBBEAN

Windsurfing • Kitesurfing
Stand-Up Paddleboards • Kayaks
Lessons • Rentals • Radio Helmets

RESTAURANT
8am - 10 pm
Tue - Sun
Mon: 8am - 6pm

SURF CENTER
9am - 5pm
Mon - Sun

Beachfront Restaurant & Café
Beach Hut Accommodation
Seafood • Exotic Cocktails
Free Wireless Internet

The Reef
BEACH CAFE
ST LUCIA • CARIBBEAN

St Lucia

The Original Caribbean

Life as it was meant to be ...

tel: +(758) 454-3418

email: windsurf@slucia.com

www.reefstlucia.com

ST LUCIA

// The sun goes down in the Caribbean (Carter no doubt drinking Pitou Lager whilst taking this shot!)



// Blasting in front of the Maria Islands.



GETTING THERE

Both Virgin and British Airways offer daily flights to St Lucia's main airport, Hewanorra, which is conveniently located just two minutes from the Reef resort. Obviously if you want to take your own kit, then Virgin would be the call, as they offer one free sporting bag for windsurfing equipment up to 23 kilos at no extra cost. Flights to the Caribbean are around nine hours and the time difference is four hours. If you are staying up in the Rodney Bay area transfers are just over an hour and are a great way to see the interior and east coast of the island. We organized our transport direct with St Lucia airport shuttle, for US\$75 each way all the way to our hotel, The St James Club Resort. The driver was friendly and there was an added bonus of a cooler loaded with complimentary waters and beers for the journey.

PLACES TO STAY

We stayed at the St James Club on the north west of the island which was a superb hotel with friendly staff, stunning grounds and in a fantastic location with beautiful sunsets. The flight and all inclusive accommodation were booked through the British Airways website, although the cost did not include transfers. Closer to the windsurfing action is the Coconut Bay resort and the Reef bed and breakfast which puts you right in the spot on the Atlantic Coast. If you are looking for a little more luxury accommodation, to keep the wife and kids happy while you are sailing then the Coconut Bay with four swimming pools and six bars is the best local option. The Reef is probably the best lo-cost option if you are after a dedicated Caribbean windsurfing holiday in uncrowded water and beautiful surroundings. A stay at the Reef means no hassle, no crowds and no vehicle required. A busy day on the water here can be as little as two or three windsurfers and a few kites on the water! With 20 knot winds, turquoise water and 85 degrees, this really is a perfect place to escape the crowds. So if you are looking for a family holiday where you can visit a stunning location, relax and also squeeze in windsurfing in a tropical paradise, I am pretty sure St Lucia won't disappoint! Would I go to St Lucia again? Without a doubt!

“ OUT IN THE WATER THE TWO UNINHABITED MARIA ISLANDS, MARIA MAJOR AND MARIA MINOR PROVIDE A STUNNING BACKDROP TO THIS AWESOME SAILING ARENA ”

// Downwind Dave!



// The majestic Pitons.



TT CROWN

Those that know me may claim I have a slightly competitive nature. Well not to let the side down, I could not resist entering the St James Club weekly table tennis tournament when I was randomly passing through the bar as they were desperately trying to entice enough entrants to make it worthwhile. I must admit I am pretty slick with a table tennis bat (being an ex Tiree Lodge champion, including a notable thrashing of Peter Hart) and proceeded to beat an American guest in the final despite being accused of an illegal serve. Returning to the family on the beach half an hour later, I was now claiming the title of the 2014 undisputed St Lucia Table Tennis Champion to add to the tally of my other dubious sporting achievements over the years (These include Isle of Wight Orienteering champion and winning the Sandown and Lake angling society Cod shield back in 1978). I did win a St James Club T shirt with 'I am a winner' printed on the back and at least my two sons were impressed, well actually embarrassed but as I keep telling them, a victory is a victory! **JC**

FACTBOX

ST LUCIA AIRPORT SHUTTLE

t: +1 758 486 7962

www.stluciaairportshuttle.com

THE REEF

The Reef Kite + Surf, Anse de Sables Beach, Vieux Fort, St. Lucia, West Indies.

e: windsurf@slucia.com

t: +758 454-3418

TUITION

SALES



RENTAL

EVENTS

WE'VE GOT WINDSURFING COVERED!

OTC UK WPNSA, Osprey Quay, Portland, Dorset DT5 1SA



uk.otc-windsurf.com



info@otc-windsurf.com



07817 717 904

*// After a night of no star
luxury in the back of
the van, there is nothing
better than rinsing off
in one of Wales' heaviest
beach breaks!*





Words & Photos
JOHN CARTER

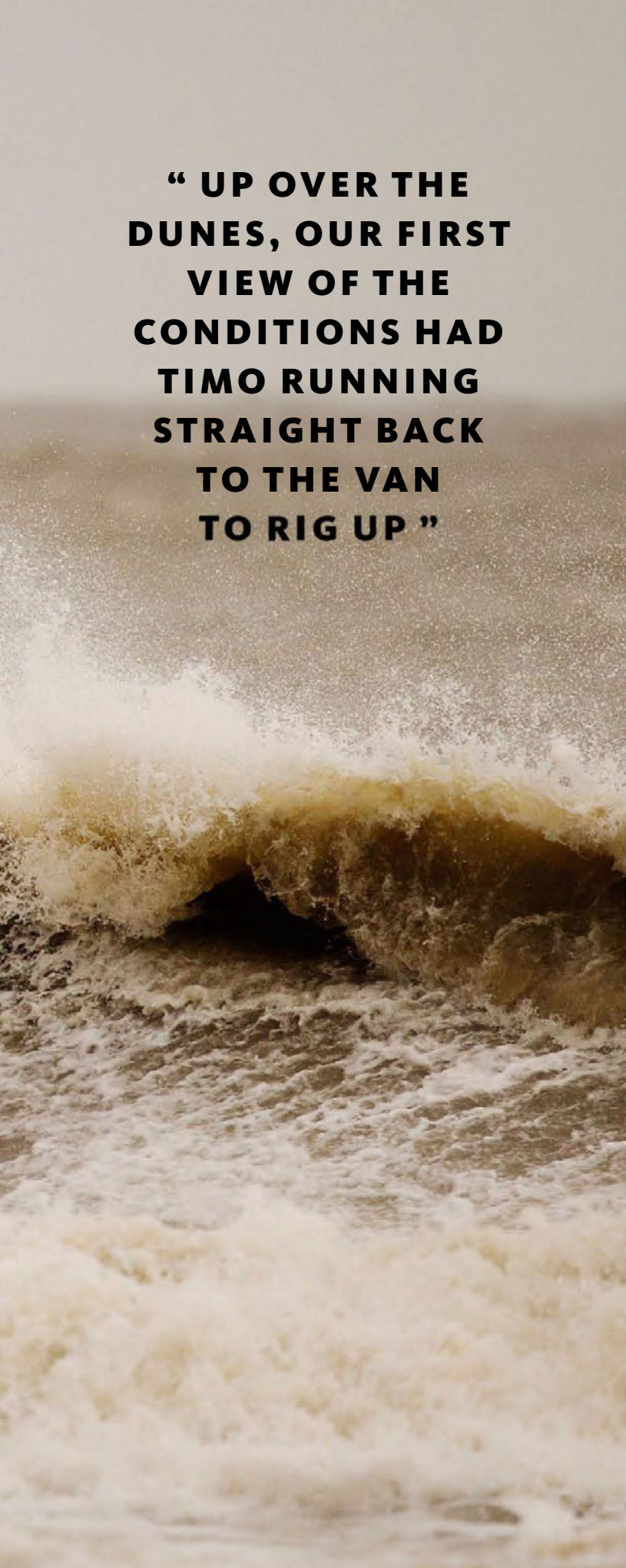
HORTON UNDERGROUND

An intricate web of deceit, mishaps and a ridiculous travel itinerary surrounded the latest Motley Crew adventure into the heart of the Gower to catch a booming winter swell. **JC** and **Timo** were all set to head straight back home from a trip to Ireland when they figured a slight detour to Wales would help them kill two birds with one stone. JC tells the adventurous tale !

COAST

// Trademark move
from Timo although we
hear he is into forwards
off the lip as well lately!





**“ UP OVER THE
DUNES, OUR FIRST
VIEW OF THE
CONDITIONS HAD
TIMO RUNNING
STRAIGHT BACK
TO THE VAN
TO RIG UP ”**

MISSION POSSIBLE

We were on a high! After scoring an epic session in Ireland, we were innocently heading back to the UK when we were suddenly faced with a moral dilemma due to the latest forecast indicating that the Gower would be firing early the following morning. Our boat from Dublin was due to arrive in Holyhead at 2am so a quick detour en route to home was easily possible and if we operated with military precision the wives would probably not even notice! Logistically, the diversion to the Gower was presenting a few challenges, but nothing that we could not handle. It would mean driving down the coast of Wales in the middle of the night, stopping somewhere near Swansea for a quick kip and then be up bright and breezy to catch the swell at the best state of tide first thing the following morning. If everything would run to plan we could be out of there by midday and back on the south coast by mid-afternoon, not quite early morning as promised but a few white lies about heavy traffic and all should be cushy. At least that was the plan running through our minds!

THE NIGHT OF HELL!

A few minor details we had not factored in was the fact we had travelled to Ireland the night before and only had two hours sleep before a long day on the water. So another night drive was possible straight off the ferry boat but for sure tiredness was going to set in at some point on the journey. Ten minutes out of Holyhead a blue flashing light and wailing sirens indicated the police were on our tail. It turned out there had been a recent spate of van thefts by Lithuanian immigrants in Ireland, with Holyhead the offload point for the stolen contraband. Myself and Timo driving through the night in a black transit fitted the Police's criteria and it took a while to convince the cops we were innocently driving across Wales at 3am in the morning headed for the Gower. We were finally released and on our way leaving two puzzled officers rather bemused at the state of our sanity as we headed through the night on our quest to score an epic winter session.

An hour later the 'Sat Nav' started playing strange games with us, calculating routes via the mountains, which it reckoned to be the quickest way to drive down the coast. Unbeknown to us, we had embarked across the most frustratingly slow mountain trails right in the middle of a blizzard, rather than the safe route via main roads. To say it was sketchy travelling in these conditions was somewhat of an understatement. Timo was getting tired behind the wheel and there was no way he was going to trust me to drive his beloved van through the mountains in the midst of a snow storm. By 6am we had finally made it to within an hour of the Gower, by this time totally knackered and ready to crash. The decision was made to stop the van at the next layby and grab an hour or two of sleep before the last segment of the journey. With the van full to the brim, our only option was to slide on the floor beneath the board rails in the back, probably the most uncomfortable sleep I have ever had. The racks were so low, it was impossible to turn over and the only way in was to slide and then you were stuck like a mummy in a coffin without being able to move whatsoever. We managed to catch about two hours much needed sleep before the alarm rung, and after prizing ourselves from this tomb of torture we were back in the front cab headed for the Gower.

Travel shenanigans aside, the reason we had endured that night of misery was to catch one of Wales finest and most beautiful windsurfing beaches on a pretty tasty forecast. West winds and a solid three metre swell were on the cards and we were set to catch Horton on an incoming tide at the peak of a long period swell.


DAVE THE WAVE

We were not expecting a big crowd in late January but when we arrived in the car park we were greeted by a couple of Gower regulars rigging up on an icy cold winter morning, fair play! One of the guys, Dave 'The wave' Webster has been at the beach every time I have been to Wales during the last few years. Dave is a real passionate windsurfing character and quite an inspiration the way he still gets stuck into hard-core wave conditions with the energy of a young teenager. He is a mere fifty six years old and originally learned to sail in Hove and Shoreham thirty years ago. Dave moved to the Gower in

COAST

// 'Ok Timo!, you need to step it up with some Polakow style airs!' I knew my little briefing on the beach would hit a nerve - JC





**“ AS THE TIDE PUSHED UP, THE WAVES
ALSO STARTED TO PACK MORE POWER,
EXPLODING OVER THE SAND BAR WITH
BONE CRUNCHING CONSEQUENCES ”**

STORM CHASING

// Timo hanging loose in Horton.



// Dave 'The Wave' Webster ripping it up at 56, a definite local legend!



the mid-nineties so he could score more regular cross off down the line wave action. His favourite spots are Llangennith in wild, big swells and S & SE winds, which remind him he is still alive! and Horton, which is always powerful and cross off in a westerly. When it is not blowing, Dave spends time with his family, fishes for bass, lobster and prawn and also manages to squeeze in the odd triathlon! He jacked in his high pressure job last year, with the aim of only working 100 days a year so he can devote more time to sailing and family. Dave uses Simmer boards and four batten sails from Jim at Pura Vida and rides large volume boards so he can sail through gusty conditions, despite the fact he is only 70kg. Right now his focus is improving his bottom turn and he is still hell bent on improving every time he goes to the beach! Oh yes and by the way his favourite move is 'A laydown bottom turn up to the apex of a wave with plenty of fin spray on the top turn on the biggest set possible' Yep this guy is an inspiration!

FIRING

Up over the dunes, our first view of the conditions had Timo running straight back to the van to rig up. Besides the jaw dropping view across the bay with Port Enyon to the west and stunning cliffs on the right, it was the chunky groundswell with cross offshore wind that had Timo really frothing. It wasn't long before he was gunning down the line and flying into the first of many huge aerials during an intense three hour session. As the tide pushed up, the waves also started to pack more power, exploding over the sand bar with bone crunching consequences. Dave and his mate both put up a sturdy fight in the tough conditions, took some beatings but also rode some beauties. As Timo's confidence and

his starboard tack timing improved, he started to hit the lip harder, tweaking aerials and throwing ridiculous goitas. I could tell he was having an epic session, wave after wave with bowling sections just asking to be smacked, if you had the guts to go for glory! Three guys out trading a powerful beach break in cross offshore winds, with the sun even breaking through midway through the session and I think we can safely say we caught this spot going off.

OVER AND OUT

After the session was over I would have been quite happy to head to the nearest pub and neck down a few pints of Banks bitter but according to the information we had divulged to our wives we were actually bombing straight back from Ireland without any pit stops. As we headed out of the Gower we just had time to pull over for a quick scenic view looking down on the stunning Three Cliffs Bay which has been voted as Britain's best beach for obvious reasons. Many years ago I remember doing one of my first ever UK travel stories at Horton, a piece called 'Operation Red Dragon' with the likes of Nigel Howell and Tristan Boxford. Back in the day we hit the Mumbles Mile and drank ourselves stupid without a care in the world. I guess things have changed, a wife two kids and a dog mean a different set of rules and new priorities but it is still fun to get out on the road for these windsurfing adventures.

For south coasters a trip to Wales will set you back around four hours-worth of fuel and whatever you spend on beer, food and accommodation. In return you will get to experience some of the finest beaches in the UK, amazing windsurfing conditions and plenty of stories to tell your jealous mates when you return. 🍷

// Looking down on Three Cliffs Bay!



HORTON FACT BOX

Best at low to mid tide, with west winds ideal for down the line riding. Even at head high this wave can pack a punch and the downwind section is renowned as a mast breaker even for the most experienced of sailors. The bigger waves are at the left hand side of the beach facing out, this area is called 'The Sands', further upwind towards Port Enyon the waves gradually get smaller. We heard that cars have been stolen from the car park but had no trouble ourselves but it's probably best not to leave the keys on the wheel! There are toilets and a decent car park but you can't see your car or van from the beach due to the dunes.

SUBSCRIBE

to the print edition for just £40 a year
when you buy a 2 year UK subscription

Pay just £4.00 an issue,
a saving of £6.00 a year with
a 2 year UK subscription.

Online at
www.windsurf.co.uk
or call **0845 688 7113**



or...

Go digital and
get your favourite
magazine straight
to your device.

**DIGITAL
EDITION
AVAILABLE
NOW!**



Digital editions available to
buy at www.windsurf.co.uk

Windsurf Annual Subscription Rates for 10 Issues:

	1 yr	2 yr
United Kingdom	£42 <input type="checkbox"/>	£80 <input type="checkbox"/>
European Union	£62 <input type="checkbox"/>	£118 <input type="checkbox"/>
Rest of the World	£72 <input type="checkbox"/>	£138 <input type="checkbox"/>

Please tick box

I enclose a Cheque for:

Commencing with Issue:

WINDSURF
THE NUMBER ONE WINDSURFING MAGAZINE

Name: <input type="text"/>		Address: <input type="text"/>	
<input type="text"/>			
Daytime Telephone Number: <input type="text"/>		Email: <input type="text"/>	
Card Number: <input type="text"/>		Expiry Date: <input type="text"/>	
Card Security Code (last 3 digits on signature strip): <input type="text"/>			
Switch/Maestro Valid From: <input type="text"/>	Issue Number: <input type="text"/>	Card Holder Name: <input type="text"/>	
Postcode: <input type="text"/>	House Number/Name: <input type="text"/>	Signature: <input type="text"/>	

Cheques (UK banks only) should be payable to Arcwind Ltd. We accept VISA and Mastercard as well as PayPal.
Windsurf Magazine, Arcwind Ltd, Suite 25, Bankside, Kidlington, Oxfordshire, OX5 1JE, United Kingdom.


QUATRO'S LEGENDARY SHAPER

Keith Teboul

Sixteen dedicated years of playing with concaves, rails, rockers and fin set ups have earned Keith Teboul an undisputable reputation as one of the world's top shapers. Keith's skills on the water are equally impressive, widely respected for his progressive, fluid style, it is safe to say that Teboul is one of the major driving forces behind modern wave sailing today.



Words & Photos
JOHN CARTER



**“I AM TRYING
SOME PRETTY
RADICAL STUFF
RIGHT NOW. THAT
IS MORE FOR ME
TO PLAY WITH. I
AM RUNNING A
6’11 BOARD!, EVEN
6’10 AND SOME
OTHER DIFFERENT
CONCEPTS ”**

Born in Madagascar in 1970, Keith then moved to Guadeloupe where he learned to surf at the age of twelve, before moving with his family to San Diego in California. After honing his windsurfing skills during various trips to Baja, he eventually moved to Maui in 1987. Keith hooked up with the likes of Sean Ordenez, Francisco Goya and Jason Prior to start Quatro in 1996 and hasn't looked back since. Designing boards for both Quatro and Goya; sailing, surfing and travelling make Keith's schedule pretty hectic throughout the year. It's a lifestyle that he never tires of and with the perpetual challenge to make better boards for every level of rider, Keith is more motivated than ever to improve his designs and of course his own level of sailing on the water. In a rare bit of downtime, JC sits down with Keith to talk shop.

TRENDING

Right now the direction is still with all the different multi fin set ups, apart from twin fins, which I have not been concentrating on much anymore. Quads and thrusters are definitely in right now. I have riders like Brawzinho who really love quads. He is sticking to that. I throw him a thruster here and there, he has tried them but you don't want to confuse a rider too much. He is doing well, he loves what he is riding so it is not worth pushing him in a direction he does not need to go. I don't want to confuse him when he is competing, it is important he stays focussed. With Levi, he has been riding more thrusters but he still steps on a quad also. I think it is important to stay in tune with the quad as well. Quads are still amazing boards. For my surfing I use quads all the time right now, whereas windsurfing I use thrusters only. I have been playing around with both.

THE PASSION

The whole shaping thing has been going for 16 years now. I never get bored of it. I have been fortunate because I went from hand shaping into machine shaping, which really evolved my shapes, and now I have my own machine I have been able to start bringing things to another level. Right now I have a better start to finish product. I can see the whole transition clearly, I can have an idea at night, and the next day mill the shape and a week later ride it. So it is a really quick transition between idea and board on the water. Before I was relying on someone else to mill my board. You never knew how long it would take, which was a bit frustrating. Now if it does not look quite right I can mill it again the next day and get things how I want them. The look of my boards with the machine I have, enables me to finish them a little bit more and I have more time to do it. I barely have to touch the board anymore once the machine has milled the shape.

EVOLUTION

I am trying some pretty radical stuff right now. That is more for me to play with. I am running a 6'11 board!, even 6'10 and some other different concepts. In general I am riding a 7'3. Levi and Brawzinho are on 7'6's up to 7'8. They tend to like a little bit longer than me. Camille Juban and Bernd Roediger are both on 7'2's so most boards right now at Ho'okipa are in that range. In general we were going pretty short and now we are making the boards slightly longer with a bit more outline curve in certain spots. The tails are round pins and squashes, with lots of different configurations but both about equal. It is a constant evolvement but for instance my latest board I have gone back to an older bottom shape that I really liked. I kind of came back to the mind-set that I would like the old design again so I am going to try that mixed with all the new outlines and rail flows I have been doing. The shapes are always evolving and getting better but occasionally you have to switch back to old stuff that you liked to incorporate into the newer models.

A TYPICAL DAY IN THE LIFE

If I know the conditions are going to be good the next day, I try and do my computer work the night before, so I can give that to the guy that mills my boards. Then he can mill while I go sailing. I will get to the shop around 8am; from there I will give my guy the files that he needs.

Usually there is work waiting for me from the day before. It might be a deck sandwich that needs to be fine shaped. I will usually work until about 12 and be at the beach by 1.30pm. I will sail for 2-3 hours and then come back to the shop and finish up what I was doing. I have to say that I have been sailing a little less since I have had this new machine. I have been a little bit pickier about the days that I go out. If there is sailing or surfing I usually make it out every day. That is why I am in this game! I have told myself that it is important that I keep that up. Time on the water is what inspires me.

TRIED AND TESTED

I have not made myself a new windsurf board for the past three months. I am just making myself one now. I am excited. In the beginning it was much more of a crap shoot but now I have much more of a clear vision of how a board is going to perform, the feeling it is going to give me and what it is going to allow me to do. When I get the board I gauge how close I was to that and figure out why it is doing what I want it to do or why it is not. That can also open up other things that it does. In general now for me I am pretty confident on how a board is going to perform. With Levi and those guys it is a little harder. I am not them and they try to explain what they want. I can only interpret by listening to what they are saying and how they are sailing. They are easy to work with. Levi usually loves what I make him but sometimes he admits they are not working or he struggles to get a board going. Whatever, we move on. I don't get attached or take any criticism personally. It is all part of the process. When you look at the surf industry and you hear Mick Fanning gets 200 boards a year and he likes 20 of them, that just shows you right there what the game is! Those guys are using machines. There is an element of something that goes into boards sometimes that you don't know what will happen.

I think the main satisfaction for me is seeing other guys rip on my shapes. Before, it was if I made something sick for myself. Seeing the other guys going off makes me feel like I am achieving something. I still love making myself a board that works really well. Especially something that brings me places in my sailing that I have not been yet. If I can make Levi and Brawzinho a board and they are super stoked and honestly stoked and not just saying it, then that makes me happy. Actually any customer saying that makes me feel great. Because Levi and Brawzinho are at such a high level does make it even more satisfying. To see those guys go sail on a board that I have created is pretty cool. When they are ripping I feel a part of that. A small part, but I am a part of what allows them to do that and that makes me happy. Even when I see photos and videos, I am like 'Wow', I am helping to create that.

GOYA AND QUATRO

I work with Brawzinho personally for his boards and also Francisco for all the Goya boards. Francisco comes to me and gives me his ideas for the Goya range. He is very particular about what he likes. I am just a tool for Goya and they use me as a shaper. It is great working with him. It is challenging and he can be stubborn but he brings amazing things to the table and a whole other view on things that I don't have. I have been working with Francisco for a long time now, fifteen years and our relationship is actually now the best it has ever been. Quatro was originally myself, 'Cisco, Jason Prior and Sean Ordonez. We bought Sean out, then Jason Prior and then Lalo (Francisco's brother) stepped in. Lalo and myself grew the whole business and then Cisco left Fanatic and started up Goya and moved everything forward again. It is one big family pretty much. A lot of work but it is all good.

With Quatro it is more my input, my designs and my vision with Levi. I can be a little bit more radical with the Quatro stuff. Not that the Goya boards are not radical, they are just done in a different way. I do the whole range for Goya. I have work to do in the free ride but I am getting there. Slowly

but surely. It is not my main passion but I know how important it is and I am slowly building my passion about it. Free ride is a bit more technical and very number orientated. I think I am much more of a free flow shaper. Now I have the machine and we are working on a new, really good free ride design that Francisco loves. I now have a good base which took a long time to achieve and think we can make some amazing free ride boards.

A MATTER OF STYLE

Brawzinho is looking for a little different style to myself and Levi. We are really trying to bring the surf aspect to our sailing and stay closer to the wave, use the power of the wave and do a lot more sliding manoeuvres. Also making sure we are finishing turns more. That makes me stoked when I can bottom turn, go straight up and slide and play with the lip more. Levi has been trying to get a bit more of that in his sailing. I think we are getting there. He has many aspects of his sailing that he is so good at. Those long, driving, big, powerful bottom turns and the big hits. But right now he is trying to get a little more vertical in his sailing. I think I have been helping achieve that. I just made him six new boards. If he can't do it with any of those six then I don't know what is wrong (Laughs). My knee has been causing me a few problems so I am not so into the tricky stuff myself but this whole season I have been trying to get my knee strong. I think I am ready now. If I can go up, hit the lip and slide around I am happy. I feel now I have my boards where they are allowing me to do all that stuff more easily and also to pull it all off because they are a little more forgiving. You have to put yourself in some pretty tweaked positions to pull off the most radical turns so you have to be ready.

FUTURE ASPIRATIONS

Over the next years I just want to keep on going with what I am doing. Maybe I need to get involved in a little more promotional aspects of the business. I am also developing the surfboard side of my shaping. I have been making guns for Jaws and I have a couple of team guys that are surfing that wave really well. I am really passionate about surfing as well. That only helps the windsurfing and what I do, both sports feed off of each other. I have been gluing up my own blanks with certain flexes and working with my new machine. Things are changing and all that is exciting for me. I will be spending more time in the workshop but I think the time I am going to be spending on the water will be more efficient as well. More surfing and more sailing.

THE MARSHALL ISLANDS

I work with Martin Daly. He is the owner of Indies Trader which is a charter boat company in the Mentawis specialising in surfing Indo during the summer. During our winter season on Maui he is in the Marshall Islands and has two boats down there. He is actually setting up a land based accommodation also. The boat is like a floating hotel. You are docked on the island and you go wherever the waves are good for the day. Some breaks are forty five minutes away and some up to an hour and a half. You spend the day there or spend the night and come back the next day. It is paradise, and I don't say that easily. It has got everything, windsurfing, surfing, diving and amazing fishing. I have travelled a lot around this world and for me it is the best place where you can do a bit of everything. It is uncrowded and has a great balance of windsurfing and surfing. It can be epic, when it is six feet it is pretty heavy and you can score the best barrels of your life, when it is 2-3 feet the wave that is the most hardcore is the easiest wave! There is something for everyone, it just depends what is being thrown at you. Slater has been down there and he is claiming it as one of the best waves he has surfed. It is world class. I have a web site, www.marshallwaves.com, where I work to help organize trips with Martin. I usually go a few times year, maybe once with a group of friends and once I might fly in for a big swell. It is pretty expensive but it is worth every penny in my book. 🍷



MASTERCLASS TECHNIQUE

// Harty and Chris Grainger meet for their final session at a cold, bleak Hayling Island. Harty may well be saying “part of improving Chris is making smart decisions when to go out. I’ll see you in the pub.”



A REAL WORLD JOURNEY

Words
PETER HART
Photos
HART PHOTOGRAPHY

Technique and equipment advice is all the more apposite when it's filtered by those for whom it's intended. Harty plots the progress and experiences of **Chris Grainger** – a fanatical, real world recreational windsurfer on a comeback mission.

What is the typical planning process that precedes each issue of this magazine? Perhaps you imagine a focus group of serious, grey-faced intellectual types, starved of sunlight, huddled around a desk for days on end like the desperate players in an all night poker game, thrashing out major issues such as how a **certain blend of content and style might relate to a key demographic?** Or do you think a chance meeting in a pub sparks an idea and 10 minutes later the team is running with it?

Well in the case of the piece that follows, it was very much the latter - except the pub was in Tenerife. But many of the best things in life are unplanned.

Chris Grainger bumped into the Windsurf test team last summer in El Medano and offered himself up as subject matter for an article. More lab rat than Narcissist, he was happy for his **warts to be candidly exposed and suggested his return to wind-surfing** after an 8 year break could make interesting reading.

Ours is a constantly evolving sport and there's a natural assumption that all the evolutions are 'better.' But better for whom? After all, it's driven from the top. The manufacturers decide the categories and the pro team riders test tweak and approve the designs, which inevitably reflect their own desires and preferences.

Modern sailing styles, high booms (and in some cases very low booms), long lines, waist harnesses, have all filtered down from the pros and then, for better or for worse, have been adopted by the common man. If people are new to the sport, they run with it because that's what everyone else is doing. If they've been in it a while, like watching their kids grow up, they absorb the changes gradually and so don't really notice.

A GOOD CRASH TEST DUMMY

But Chris's progress makes a good study for a couple of reasons. Having been windsurfing for 30 years, he has a wealth of experience and left the sport at the top of his old school game having nailed carves, duck gybes, tacks and 360s (and, most impressively, 20 back loops). That meant he would have the sensitivity within his limbs and digits to feel the effects of design changes and make an objective decision as to whether they were just changes for change's sake, or if they would really help him move on. He also returned to the sport with specific and, it has to be said, pretty lofty goals, which were to learn to wave



WITH
PETER
HART

ride properly; and to enter a BWA wave contest and complete a forward loop on port tack.

The following is by no means a definitive investigation designed to expose our industry as a cosy, self-serving cartel. It's just one of many journeys that might help answer questions like: Have we really moved on? Is the kit really any better? Do you have to completely rebuild your approach and technique to sail it?

Chris wants to reach new personal heights but much of the motivation is altruistic. To those thinking of returning, he hopes to show that the new kit HAS made it a lot easier. And by his mistakes, if he makes any, he hopes others will learn and find the least troublesome path back in.

I should point out at this stage that my role in this project has been less hands on coach and more email mentor, someone to bounce ideas off, offer general advice and answer questions like "is this feeling I'm feeling, what I'm supposed to be feeling?" It's only in the past couple of weeks that our paths have crossed on a beach and that I've been able to comment directly on his sailing. For the most part, he has beaten his own path.

First question Chris - why those particular goals?

CG. When it came to wave-riding, I never really got it. I always went out in onshore conditions because that felt safest and at least I'd get washed in if it all went wrong. But my memory is just of getting dumped on by white water. I'd tolerate the waves but when it came to riding, all I'd be doing was sailing back in. As for the forward loop ...back in my era being able to bang out a planing carve gybe set you apart. Today it's the loop. It seems to be the move you're judged by.

STEP 1 CHOOSING THE GEAR

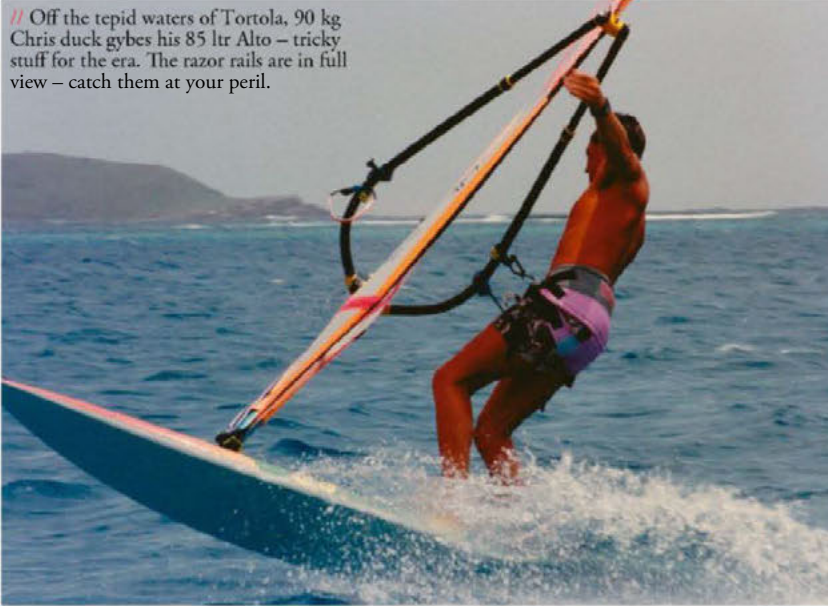
This could be a nightmare. Like being faced with a Chinese takeaway menu, the sheer volume of choice can ruin your appetite before you've started. But he didn't dither and given his desire to focus on waves, he narrowed the choice down pretty quickly.

CG. I read that to find the best all round size for waves, take your body weight and add 10 litres. So I went for a Freestyle wave 101. I couldn't find a retail outlet which did demos so I couldn't try before I bought. I did all my research on websites and YouTube, which confirmed my choice. Then I walked into a shop down in Poole and bought it outright. Why didn't I buy it online? Probably because I am old and I still think that shops are the nucleus of a windsurfing community. I still love wandering around a shop soaking up the surf culture and buying into the lifestyle. Anyway, it was the easiest sale that shop owner has had in his life!

A LONG HISTORY

Chris is a 49-year-old Irishman, originally from Belfast, who has windsurfed from the year dot. He cut his teeth on a borrowed Windglider, the original Olympic class for the 1984 games, a huge lump of unrefined Teutonic plastic. He was also on the Irish National youth sailing squad. By happy coincidence his coach happened to be an F2 dealer (as well as being his sister's husband). So when he went windsurfing, Chris tagged along and got to use a Comet – by the standards of the time, a lively funboard of just 330 cm and 170 litres. After University in Sheffield, he did seasons for Mark Warner but it was during an extended jaunt in the Virgin Islands on Tortola that he really made progress. His one board there was a Bic Alto – a 255 cm, 85 ltr wave board, pretty small given a fighting weight of 90 kg. Life then took over and before he knew it he was married and living in the Hawaii of the Home Counties – Surrey. He stopped windsurfing, partly through lack of opportunity and partly through a new found love of horses. I interrupt his flow at this point and suggest that when it comes to horses he could have saved a lot of time and hassle by getting someone to kick him relentlessly in the buttocks and then rob him. The joke wasn't lost on him but he explained it was a pastime he could share with his partner and which turned out to be as obsessive and time-consuming as windsurfing. However, windy blood runs thick and deep and a year ago the decision was made somewhere deep in his lower intestine, to return to his first love (windsurfing that is – not a teenage raven haired colleen). And he was going to do it properly.

// Off the tepid waters of Tortola, 90 kg Chris duck gybes his 85 ltr Alto – tricky stuff for the era. The razor rails are in full view – catch them at your peril.



DIY LEARNING

To his credit Chris was very much a DIY man. His approach had been to stick the technique pages of Windsurf magazine in a book, take them to the beach and then read the relevant one before going out. He was now interested to see whether he could still apply the same strategy for the new journey or whether he'd need more hands on guidance.



Above
Chris's essential
pre-session reading
- 2 antique technique
books (one by Farrell
O'Shea) and an early
Harty gybe article.

Following his one week jaunt in El Medano, where he sailed every day and tried loads of different kit, he supplemented his quiver with a '93 freestyle wave with thrusters, which has turned out to be his 'go to' board.

Given that his main focus was to conquer waves and wave riding, wasn't he tempted by the dedicated wave board and a bit less volume?

CG. First up I had LOT of new things to get used to and wanted to make life easy. I needed a bit of instant gratification! I didn't want to make the same mistake as I did before, in that my old wave boards were too low in volume.

That's solid logic. If you're struggling to decide between a wave and a freestyle wave, the freestyle wave is probably the right choice. As for volume – if you only have the one board you'll **always get more use out of a bigger one.** When you're constantly getting in the right place of the right wave and still feel it sticking in the face, bouncing and holding you back, that's the time to change.

THE JOURNEY, PART 1 - THE TRIM AND STANCE

Chris got in touch with me in July of 2014, shortly after this trip to el Medano. Being around the test team, he was made aware of a total change in wave kit culture, notably the new relationship between board and sail and a different way of trimming, carving and controlling and delivering power.

CG. All my wave sailing in the past was about getting on the smallest board possible and then making it work by always being totally powered up. The manoeuvrability came from the low volume and thin rails. I had an 85 ltr and a 90 and I'd use the 85 whenever I could – small board, big sail. But now I've been told big board, small sail is the way to go. Today's bigger boards, shorter and curvier, are a lot looser and plane earlier. The guys in the test team said that using the 101, I'll never need a sail bigger than 5.8.

That old style Chris describes is basically free-riding in the waves. Being maxed out all the time all you can do is stand between your feet, slalom style and resist the power. As a result it's very hard to control speed in the waves. Hence you outrun them or just charge around in between them.

The modern way is to rig down. The less power you're carrying the easier it is to depower, wash off speed and the more you can move, forward, back, to windward and leeward to trim the board and drive the rails harder.

The bigger board obviously helps early planing but how you get planing and the sailing stance is quite different.

CG. With the older stuff, I basically sailed off the leech of the sail and directed the power into the back foot and the fin, in a straight line and in carving turns. The leeches were tighter and the single wave fins were big and powerful enough to drive against. On the new kit Pete said you sail off the luff and the front foot. You don't use the fin to get going (that's hard to get used to). You use sail power not fin power, which means bearing away more and standing taller and more centered so you drive the board and not just the fin.

And all that can only happen from using longer lines. Chris used to be on 26" lines – standard fare for the day. Short lines make you rake the sail back and load up the tail and fin – and that can work for big sails and free-riding when you have a fin to hoof against. So Chris went longer – but didn't go crazy.

CG. I got 30s. I know the trend for waves is even longer, 32s or even 34s but I preferred to make a gradual change. I took them off to start with. I hated them but now I love them. You just have to sail a bit differently – use the legs to push the hips back, not just sit down – but then suddenly you have all this extra room and don't feel like you're wearing the rig.

As for the harness – I used to use a waist harness but it always rode up and I guess that had a lot to do with the short lines. Waist harnesses have come on a lot and my new one stays put.

THE JOURNEY, PART 2 – RELEARNING TO CARVE

Chris's trip to the test centre at El Medano, where in one week he put in 22 hours practice, was a major turning point. His fitness improved and he had the time to experiment and persevere with the new concepts.

GYBING PAST AND PRESENT

Returning to the sport having mastered the art in the 90's, the major changes revolve around the difference in board shape. Those early wave boards were relatively long (250 cm plus) and narrow (55 cm); and their manoeuvrability came from their low volume and their tail rocker. You turned them, therefore, mostly off the back foot. Since the early noughties, wave boards have become more and more like surfboards - shorter and curvier and designed to turn along the whole rail, not just the tail. The front straps are therefore placed further inboard and forward, so we aim to turn more off the front foot.



He soon adapted and was sailing around comfortably but around the corners the new boards still felt alien. Here's our email natter following those first sessions.

JULY 4TH CHRIS

CG. Pete, the biggest observation I have moving from an old style board to a new style board is the directional stability or lack thereof due to the shorter waterline. With the centre of effort further back, the riding stance more upright and the buoyancy underneath the feet, I feel the board is hooking the turns. They feel 'twitchy' and I'm inclined to over rotate. Also, with the extra volume I found the board bouncy. But I felt much happier using the smaller tri-fin - it felt so much calmer and held in through the turns.

Hi Chris

Interesting - but an understandable reaction! Your original old board was narrower and straighter and so followed a longer arc. The new one has more much more curve in the plan shape so naturally turns tighter. But if it feels twitchy, it's because you're turning too much off the tail. There's so much curve in the back section that if you just engage that section of rail, it'll try to turn inside itself. Turning more off the front foot, engaging more rail and taking the load off the fins is the way to go. You've paid for all of the rail so use it!

As for the role of the fins - the fins certainly influence performance and I'm glad you appreciate the feel of the thrusters. Yes they do calm the board down and make it ride a little lower - but they are just the icing on a complicated cake and the true performance comes out of that blend of plan shape and rocker line. Old boards used to trip if you engaged too much rail, so leaning forward and burying the rail right up to the nose logo contradicts your every instinct - but you have to do it - and when you do, it's life changing (not life- ending!)

THE JOURNEY, PART 3 - INTO PROPER WAVES

The opportunity for practice sessions on the UK's south coast during the recent Mediterranean summer were few and far between, so with the BWA event in Cornwall looming, on a forecast Chris took himself off for a weekend to his former home patch of

Donegal and to the beach of Magheroarty . Here was his report and my reaction.

18TH AUGUST

Peter,

I was really nervous sailing Magheroarty for the first time. Everything was different and unfamiliar. It was port tack, there was a gusty SW wind with holes close inshore and fierce gusts out in the middle of the bay. The waves were manageable, but in the middle of the bay the swell was as big as anything that I have sailed on. It took quite some time for me to build up the courage to sail upwind to the pier break which, as you said, was much cleaner and easier to sail.

I was having a brilliant time getting more and more adventurous until I went too far into the reef to get a longer ride, and was faced with a rock sucking dry in front of me. I got caught on the last section. Big swim! I recovered, re-joined the equipment and sailed out of the situation but it really dented my confidence.

Sunday the wind was from the NW (more onshore) and I was sailing alone. That was even more disconcerting. I kept the same 5m sail rig even though it was a little too much but it helped me punch through the onshore beach break. I was really nervous. My sailing really suffered as a result. I made mistakes that I haven't made for years. So I went down to the beach break and spent short sessions getting out through the break and riding the wave all the way back to the beach. All pretty basic stuff.

By the end of the day I was comfortable again and was picking up the larger of the waves. I did get put through the rinse cycle a few times but I was happy enough to hold my breath, let it all happen and to sort myself out afterwards. I left Magheroarty with mixed emotions. What I had wanted to learn was port-side loops and wave riding. What I did learn was how to handle unfamiliar conditions. I also learnt that I am not as good a sailor as I thought, or remembered I was. There is certainly no place for "ego" when the sea is involved!

Chris

Hi Chris

Welcome to proper wave sailing! That episode was a perfect wave learning experience even though it probably didn't feel like it at the time!

Magheroarty is certainly a mistress with many moods! In reef breaks across the world it's ever so easy to lose orientation and nibble in a little too deep - especially if there's a big gap between sets and you lose track of exactly where you are - but at least there's no fire coral on those boulders! It's a funny thing with reef breaks - they are often SO much easier because they are cleaner and predictable; and, if you get it right, you can sail back out through the channel well away from white water. But the whole notion of having rocks underneath you makes them initially feel scarier - although often beach breaks are more violent.

Very interesting about sail choice on the NW day - being over-powered is a safety blanket but does restrict what you can do on the wave, especially going down the line.

It is all about confidence and it's very hard to be confident when you're out there alone! But next time, when it's all more familiar, perhaps you'll rig down a bit.



That whole experience is exactly what it's about. You can't cut loose until you're 100% comfortable and have buried psychological demons. It's just a fear of the unknown and when the 'unknown' is known (i.e. =you get trashed and survive) the monster's teeth retract.

Keep on swimming!
Pete

Pete
You have hit the nail on the head. On Sunday morning I was on the beach looking at the wave thinking "I should be looking at those waves excited about the fun I will have with them but I am looking at them thinking that each and every one of them is out to get me." In the afternoon I was looking at them and thinking "they are not that big really, why was I so concerned?"

Chris

THE MEET

Nine months on from when Chris contacted me, we finally met upon a windy beach and I got to see him sail. It was actually pretty miserable (the conditions, not his performance). Despite the forecast, it was bolt onshore, 18 knots max, messy waves, freezing air temp and even colder water. But on a day when most wouldn't get out beyond the white water even if they wanted to, Chris was gybing, tacking and manufacturing the odd jump despite the hideous direction. It wasn't a loopy day and nor were the waves good for anything apart from avoiding or getting the odd backside smack.

Apart from some old school gybing elements (strap to strap and laying the rig back and down), the rest of his game looked right up to the minute.

It's far from over but our meet gave us a chance to discuss the journey so far.

CHRIS – THE LESSONS LEARNED TO DATE

These are my reflections on my return to windsurfing in 2014:

1. Well the sport has definitely changed and changed for the better. Time on the water is EVERYTHING as it was then, so it is now!

Top Left
Chris discovered that you can get away with a smaller sail these days but only if you use a bigger board and a high percentage carbon mast.

Top Right
One set-up hangover from the early days was tight footstraps. Chris had opened them up to accommodate boots. But by modern wave sailing standards this is still tight. On your riding side, the toes of the front foot should be at least a couple of inches across the centreline with the strap almost resting up against the top of your ankle.

Bottom Left
Lofty but realistic goal setting was a key factor in Chris's success. Having the ambition to enter a BWA wave event forced him to up his game.

Bottom Right
Weighing in currently at 100 kg (plus a bit), the 101 was still pretty small to be a 'big board.' Cruel though it sounds, losing weight is the fastest way to improve on all fronts.

2. Embrace the new boards, they are brilliant. But they won't do it all for you. Coming back to a sport you expect to be as good as you were. But you're older, slower, perhaps heavier and definitely in denial. But be patient. The first time I got on the new kit, I thought, 'here we go ...same old, same old...' It was only after a lot of work and making an effort to adapt that I really began to see the benefits and how much further it would be able to take me. .

Multi fins are the way forward. Despite what the shop said, I found the 101 fsw really bouncy on the wave. In my experience there is no getting away from the extra volume and windage that a bigger board brings. The thicker rails were noticeable in the bottom turn. However, with the 95 thruster most of those issues went away. The board tracked beautifully, it gripped in the turn and came out planing much more easily. I can honestly say that the only reason I would put my old board back in the water is just for nostalgia.

Go on holiday to a test centre and try as many boards as you can. I actually wish I'd done that before getting my first new board.

3. SAILS. I had been told that the sails had become lighter and more powerful. So much so that I could expect to sail in the same strength of wind with 0.5m less sail area. In my opinion that is only true with two fairly big caveats a) You buy a high percent carbon mast and b) you are sailing a higher volume board. I bought a 40% carbon mast – mistake. It's when Peter told me to go 100% (AND get the softest recommended, a 400) that I really noticed the difference and it was huge.

4. Lose weight! When I bought my JP Freestyle 101 I weighed 105kg. This was a compromise. The extra volume did help with my extra weight but I lost all of the advantages of the new style of riding. However, after Tenerife I weighed in at 95kg and I had a Eureka moment. Less sail, more floatation equals the ability to over sheet the sail and have very little force in your hands when either wave riding or rotating. Before I was maxed out everywhere – if I overtook someone, I thought I was sailing well. But now I want to slow it down and surf.

5. Trying something new, it really works! For my first year back in the sport I set myself a very definite task of entering a wave contest. I did the Rhosneigr and Cornwall events. Competition forces you to up your game. By setting myself that goal I did some pretty amazing stuff, well amazing for me. I got through a round and had the best and most inspiring time sailing with the big boys. I have certainly improved. As for the loop ... I tried a few but I never got close. I thought the new kit would make it easy – apparently not.

7. You HAVE to push yourself - pain and gain and all that. I got genuinely scared at Magheroarty – but I survived and after, the waves at home felt small. I was at West Wittering shortly after. I flicked the board off a wave, came down on top of white water flat to the sail and was surfing in with it thinking "this is fun!" I wasn't at all scared.

8. It's never too late to take a lesson. Throughout my years of windsurfing I have had very little opportunity to sail with people better than me and apart from the advice Peter gave me, I have never had a windsurfing lesson. So next year I hope to attend a Peter Hart Masterclass and maybe I can shortcut the learning curve. Whatever happens, there is one thing that hasn't changed in all of the years I have windsurfed. Windsurfing is an awesome sport that is enthralling, exciting and knows no limits. Bring on 2015.



www.windsurf.co.uk

Test reports • News • Features • Technique



From a
life-changing
job
to changing
people's
lives

UKSA Youth Training Team Vacancies

Are you ready for a change? Want to start on an exciting and rewarding career path as part of our 2015 Youth Training Team?

We are looking for:

- Qualified watersports instructors
- Shorebased activity leaders (we will train you before the season starts and this role will lead to opportunities to gain NGB qualifications)

For an application pack email
sue.hopkins@uksa.org

Visit **uksa.org**

#SeaChange

f UKSAsailing @UKSAsailing

Professional Development Schools & Groups Recreation Charity

lpw's
WINDSURF

LPWS POZO IZQUIERDO WINDSURFING PRO CENTER

Just a few meters from the beach with the best professional advice, here you have the latest in boards from STARBOARD, JP, NAISH, TABOU and sails from NEILPRYDE, SEVERNE, NAISH and GAASTRA – all the kit you need to get on to the water.



For booking:

LPWS Pozo Izquierdo

+34928121025

reservas@lpwindsurf.com

C/ La Chopa nº1,
Pozo Izquierdo – Gran Canaria



www.lpwindsurf.com



THE MEET

After 6 months of correspondence, it was a pleasure finally to see Chris perform, albeit in grim February, onshore, cold, fluffy, mushy conditions. But the fact that he could get out and do anything was testament to his progress. After so much sailing in the 80s and 90s, certain habits will die very hard. His gybes, while consistent, still betray some old school traits. The back foot is too far forward on the rail and his hips are behind his feet. Those same habits will hinder his wave riding. He just has to project, knees, hips and upper body further forward - but he's definitely going in the right direction.



THE COACH'S VIEW

I'd say that his approach, the choices he made and his observations are spot on ... mostly...

Kit. The kit choice was good but ... as we met I did ask Chris if he had one of those corrective mirrors at home that makes you look smaller than you are. Chris is a big lad. Even at his 'best' summer weight of 95 kg, the 101 fsw was pretty small to be his biggest board. By the time we met he'd crept back up to about 103 kg which meant that at the first hint of a lull, the 101 was some way below the surface.

He's reluctant to go bigger, because the 101 fsw felt bouncy in the big waves of Donegal - but that was more to do with design than size.

Top Left
Solid gybe, but the feet are too close together and the hips too far back.

Top Right
It's the way he used to trim his narrow tailed Bic Alto.

Bottom Left
But the exit of the gybe was relaxed and dynamic.

Bottom Right
That he managed to manufacture any air in the dead onshore wind was a victory.

It works in shallow mushy waves, but thanks to its speedy, straight rocker it sticks a little in a steep wave face. If he's serious about wave riding, when the best times are often to be had in non planing winds, he needs a big wave board - and these days there are some crackers of 100 ltrs and more, which are looser and less bouncy than the old 80 ltr designs.

The problem he has right now is that with his 101 and the 5.8, he needs a good 20 knots to get him going. Losing 10 kg would immediately solve the problem. Whatever, he needs some kit to get him out there planing and training in 15-18 knots, the sort of winds that prevail around our coasts. A 118 fsw with inboard straps and a 6.8 would do the job. To get better and fitter for windsurfing, you have to go windsurfing whatever the wind.

Sails. He's right about the power of modern sails. In truth, the sails of the 90s with their full heads and tight leeches, created more grunt per square metre. The problem was that a lot of that power was lateral drag and hence you needed long sharp edges and a big fin to resist it. Today's wave sails work very differently. The power comes not so much from the fullness but from the leech reaction - the mast bending under load and then returning. The quicker the mast returns - i.e. the higher the carbon content - the greater the early planing power.

Fitness. He did stress the importance of losing weight and fitness but perhaps not even quite enough. To reach the level he aspires to, you have to be dynamic, reactive and explosive AND be on the right kit - if you're carrying excess litres, square metres and fat kilos, it just doesn't happen.

Technique. As for the technique, as he set up his board for our freezing winter session, I noted that even though he opened up his front straps to accommodate boots (which he hates), he didn't open them up enough. His straps for boots were like I have them with bare feet. His toes were barely over the centre-line. This is key. The toes have to be right across. If the strap blocks your ankle and you can't initiate carves off the front foot, then you will drop back and turn off the tail. Powered up on flat water, the moves I've told him to work on are upwind and downwind 360s in the straps which are only possible if you depower the sail and, crucially, stand 100% on the front foot to control the nose.

Goals. The wave riding and entering a contest were the perfect goals for Chris - the forward loop, not so much because it was often an unwanted distraction that ruined his day. He told me about a great session he had on the south coast - good waves and long floaty jumps - but he left on a downer because he hadn't gone for a loop.

Forward looping lies outside regular windsurfing technique. Of course it does demand technique but to start with the challenge is 95% psychological. I shall save the whole subject for another time but it's primarily about creating a special environment, a mix of elements which are likely to make you snap and go for it - nice weather, competitive mates, the right board, comfortable wind, tequila - whatever. If you're just sailing around by yourself expecting something to happen, it won't.

And finally to those returning, the new kit IS better - look up and there is no ceiling - but it's like a gym membership. Just going to the gym won't get you fitter - you actually have to do something once you're there ... 🏋️

Welcome back!



Harty will be stuffing your technique larder with yet more of the tastiest titbits next month. In the meantime you may be lucky to grab one of the last places on his ever more popular clinic tour. Details on www.peter-hart.com or email for his monthly newsletter on harty@peter-hart.com



ALAÇATI SURF PARADISE CLUB
aspc
No.1 in Turkey

NEILPRYDE
Flagship centre since 1995

**Windsurf • Kite • Bike
SUP • Kayak**
April – November

19.-26. JUNE
SECRETS OF THE WIND
EXPERIENCE CAMP
info@secretsofthewind.com

PLANET
WINDSURF HOLIDAYS
www.planetwindsurfholidays.com

Tel: +90 232 716 66 11 Mobile: +90 541 716 66 11
e-mail: info@alacati.info web: www.alacati.info



MANASTIR ALACATI HOTEL
open all year around

www.manastiralacati.com.tr / info@manastiralacati.com.tr / Tel: +90 232 716 66 96

TECHNIQUE

// Sail fast, push and lift and then fly high.

Photo MARTIN SCHOPPLER



MOVE ON UP

Photos
MARTIN SCHOPPLER & KAREL TYC

➡ SET A HIGHER STANDARD

I hope you enjoyed the higher forward piece from last month and if it has inspired you, or if you want to just get your jumps higher, then let's look at how to set a higher standard in your jumps and boost more airtime, and, of course, enjoy the view ! :)

We can all look to get a bit higher, and more vertical in our jumps and I am definitely on the case and enjoying the success and crashes, as well as the journey. Having the ability to jump more vertically will give you more height and this will give you more time in the air. This time can then be spent working towards learning to back loop or push loop, and of course you could choose to bear off and pull the trigger for a forward loop too !

If you hit the right ramp, at the right time and with plenty of speed, well then you will go high. This goes with my right move, right time, right place adage. Your vision to scan for the right ramps and anticipate where they will peak up is paramount to boosting more air, allied to having essential fundamental skills and a certain amount of time to choose your best line of approach. Remember that 'Good judgment comes from experience, and a lot of that comes from bad judgment,' wise words from Will Rogers, so as ever crashing is a part of enjoying this journey.

FUNDAMENTALS

On all my coaching clinics the people who are brilliant at the basics always learn faster, have more fun and crack the tougher moves. This is why I suggest that aspiring wavesailors come on flat-water clinics first to get them up to speed.

In order to have the opportunity to jump higher you need to be brilliant at these basics:

• **Planing fast and early, both in and out of the straps.**

The better you are at getting planing in the straps from being stationary the more likely you are to return / get to



WITH
JEM
HALL

speed and get even more boosted airtime on your way out!

• **Tacking:** being upwind means you have options as to how much you can bear away to either; get speed, keep speed, absorb bumps or rocket into the ramp

• **Fast gybing:** Firing into a fast gybe and coming out moving quick, planing preferably, keeps your speed up and gives you some all important inside speed to hit your chosen stunt ramp or keep speed to get over waves and eventually meet your launch pad.

• **Wind range.** Sailing fast, both under and overpowered, whilst maintaining control, is very important. Add to this the ability to keep upwind and then you are really cooking.

• **Tuning.** Acknowledging when to move the mast foot and put on or take off outhaul will get you boosting more height and further aids us to be the pilot and not the passenger

THE COMPONENT PARTS

The move has four main parts. In each of these parts you're concentrating on these areas:

1. Speed and sailing line - planing fast and early and then charging through the break whilst keeping or gaining speed and using your visual skills to spot waves that have a steeper take off area. The faster you go out through the break, the higher you will go when you get to your ramp. So look to avoid or absorb the smaller bumps, and really focus on the best sailing line you can take, as you spot a steeper wave.

**“THE FASTER YOU GO
OUT THROUGH THE
BREAK, THE HIGHER
YOU WILL GO WHEN
YOU GET TO
YOUR RAMP”**

// Look high, trim the board and sail, get the tail up, float down and enjoy.

Photo MARTIN SCHOPPLER



2. Take-off - you should look to be hitting the blue/steepest part of the wave (the pocket) right next to a breaking section and be unhooked, over the board, ready to stamp the tail down and lift the nose up.

3. In flight trim - bringing the rig back and looking to the sky will get you high and vertical. It does not stop here, as on the way up you look to get as much lift from the wind as entirely possible. Then at the apex you must get the tail up to ensure a smooth float down so as to keep you up there for as long as possible with the board and rig acting as a wing.

4. Landing - keeping your board tucked up for as long as possible and then sheeting out on landing protects both you and the board and means you will get planing faster upon landing.

It is important to understand here that you cannot focus on all these areas whilst looking to jump higher so either choose one area to work on for your session or say a 15-20 minute batch of high jumps. Focus, believe and Enjoy!

THE TECHNIQUE TIPS FOR BOOSTING BIGGER AIR

- Bear away and pick up speed and then, just as you get close to your ramp, head up to bring the power back in the sail which will then give you heaps more lift.
- Unhook smoothly, good and early and get low over the board all coiled up, ready for action and with a strong dose of commitment and belief!

// Hit the steepest part and then push and lift.

Photo KAREL TYC



- As you go up the wave, extend your back leg to push the nose up high and sheet out a little as you pull back on the boom. Start looking high here.
- The more you spring off the wave through pushing down on your toeside, the higher you will go. Think push (tail down) and lift (rig up).
- Where you look is where you go, so again, if you look high, you will fly.
- It is all about lift and so we are looking to get the wind under the board AND the sail. To do this you will need to pull the rig back by really bending your arms and leaning back slightly to lift the nose, all whilst keeping your toes down to feed air under the board.
- The nose should be high on the way up but at the apex of your jump you will need to get the tail up higher to give you float for the way down. This tail up position whilst you float down will then mean you land less heavy and make a cleaner get away. To drop the nose and get the tail up whilst at the apex, you will have to push down slightly on the front hand and sheet in just a little bit with the backhand, whilst pulling up on your back leg and pushing away on your front leg.
- It is also really important to hold the tuck all the way down and just before landing, sheet out and drop the back leg, still keeping it bent, for a tail first and safe touchdown.
- Where you look is where you go, so ensure you look down on your descent and spot your landing. Upon landing, open the sail and get it upright. Use your legs to steer the board off the wind and flatten it for a quick getaway.

Phew, that felt good, now do it again. Get some targets in your mind and you can even write them on your front jumping hand, phrases like 'sail fast, push and lift, look to the sky' and so on.

“ THE MORE YOU SPRING OFF THE WAVE THROUGH PUSHING DOWN ON YOUR TOESIDE, THE HIGHER YOU WILL GO. THINK PUSH (TAIL DOWN) & LIFT (RIG UP) ”

REFINE AND REFLECTION

Like you I am also looking to improve in all areas of my sailing and my main reflections from a particular focus on jumping higher over the last few years are:

- Speed. Getting more comfy at higher speeds means I'm more relaxed as I approach the ramp I want to boost off.
- Push harder. I try to boost off all sorts of ramps now and I'm pushing harder off the back foot and really lifting the kit into the air.
- Really look up to take you up. This has been a revelation for my vert jumps and back loops. I look at a point in the sky, just slightly upwind and aim for it.
- Feeling the sail in the air and trimming both this and the board to get the maximum amount of lift and float from the wind on the way up, at the apex and on the way down.
- Get the nose off the wind on the way down to gain some momentum forward and to bring the rig across me for a clean get away.

CONDITIONS:

Medium sized ramps that have some kick and steepness to them but not that threatening

Clear space before the ramp so you can set up and choose your take off spot and keep speed and be settled

Go to the right spot to get the right conditions - Side shore to side side on is best



RRD boards, wetsuits, softwear, Ezzy sails and Pro Sport Sunblock sponsor Jem Hall. Get him live and direct on one of his highly acclaimed coaching holidays but be quick as they are selling out - check out his fab new site www.jemhall.com for details. You can also follow him on Twitter / Facebook / Instagram.

// look high, lift the nose, and you will fly.

Photo KAREL TYC



// Keep your speed, chose your line, spot your ramp ready to boost.

Photo KAREL TYC



// Tack and gybe well with fab fundamentals and you will get higher jumps!

Photo KAREL TYC



UKWA

EVENT CALENDAR 2015

Please ensure that you check the latest event dates on the UKWA website.

COURSE RACING 2015:

RACEBOARD, RS:X, FORMULA & TECHNO

Inland Regional Series 2015:

May 23 - 24 Round 1 Whitwell SC
June 20 - 21 Round 2 Datchet Queen Mother SC
Oct 17 - 18 Round 3 Northampton SC

National Championships 2015:

May 2 - 3 Round 1 Christchurch
June 6 - 7 Round 2 Bridlington
July 4 - 5 Round 3 Herne Bay
July 18 - 19 Round 4 Weymouth Sailing Academy
Aug 29 - 30 Round 5 Pwllheli
Oct 3 - 4 Round 6 Stokes Bay

Inland National Championships/RYA Junior, Youth & Masters 2015:

Sep 19 - 20 Grafham Water SC

UKWA/BSA SLALOM SERIES 2015:

Apr 11 - 12 Round 1	Weymouth Academy	OTC/Gastra
Apr 25 - 26 Round 2	Hayling Island Beach	Tushingham
May 16 - 17 Round 3	Quiver Centre Harwich	Goya/Quiver Windsurfing
May 30 - 31 Round 4	Worthing Seafront	Fanatic/North/K66
June 27 - 28 Round 5	Hunstanton SC	Norfolk Windsurf Demo
Sep 26 - 27 Round 6	TBC	Provisional
Oct 24 - 25 Round 7	Weymouth Academy	OTC/Agent 8

BWA/UKBSA WAVE SERIES 2015:

Apr 22 - 26	Wave Tour Rhosneigr	BWA Wales
Oct 9 - 16	Wave Tour Tiree	BWA Scotland
Oct 30 - 1 Nov	Wave Tour Cornwall	BWA England

ISWC SPEED WEEK 2015:

Oct 3 - 9 Weymouth Sailing Academy

FREESTYLE 2015:

Event dates TBA



Photo: John Liddy

The UKWA Regions - Northwest, Northeast, Midland and London regions all run programmes of one and two day events throughout the year.

For the latest info on UKWA and Regional events and membership details including FREE Third Party Insurance check out the UKWA website at:

www.ukwindsurfing.com or contact:

Racing: racing-09@ukwindsurfing.com

Slalom: slalom@ukwindsurfing.com

Freestyle: freestyle@ukwindsurfing.com

Wave: freewave@ukwindsurfing.com

or nigel@britishwavesailingassociation.com



boardwise

QUAYSIDE



FANATIC

NEILPRYDE



BOARDS



tushingham





LATEST AND GREATEST

For all the latest and greatest in windsurfing head over to our Facebook page and Like it! facebook.com/windsurfmagazine

TUSHINGHAM STARBOARD PACKAGE DEALS

→ **Starboard & Tushingham** have announced a very special package deal available through selected retailers. They've paired up the new 2015 Atom IQ Tufskin or Carve AST with the Concept rig (upgradable to BOLT rig for £150) for a whopping 30% OFF RRP ON COMPONENT PRICES! The packages feature the Test-Winning Atom IQ: 110, 120, 130 & 140 and the daggerboarded "Windsurfer" 160 model or the classic Carve 131, 141, 151 or 161 models. For more info see www.tushingham.com



STARBOARD ISONIC 2015

→ The iSonics are **Starboard's** slalom boards with a proven reputation for cutting edge design and speed around the race track!. For 2015 every size has been upgraded with a new shape. The 110, 120, 130 have new, wider planing surface areas for lighter winds while the medium wind models like the 107 are 1cm wider and the 97 has new cutaways and a thinner nose. The highwind models (80 and 87) are completely new, moving from the classic longer style design to the compact, slim and wide style design. For more information see www.star-board-windsurfing.com or www.tushingham.com



SEVERNE RACE SAILS

→ The much anticipated **Reflex 6** and **Overdrive R6** are now available in the UK and worldwide. James Dinsmore had this to say "I won the British Slalom Championships in 2014 largely because my Reflex 5 sails were so effortless around the course. Straight from the bag the R6 has a similarly impeccable cam rotation and even better speed in a straight line." Contact sross@tushingham.com for more details. www.severnesails.com



NORTH WARP F2015

→ The ultimate World Cup racing sail. Radical, incredibly fast and yet still manageable even by the less experienced thanks to its unrivalled soft cam rotation. Designed to be more individual than ever before to match specific wind conditions, 6.3 and smaller are designed for maximum high-end stability to avoid the sail from becoming unstable in extreme gusts. Sizes from 7.0 and up have an increased lift to generate instant power and acceleration and on the 8.4 and up the preshaping has been increased whilst luff curve is reduced. This leads to even more low-end power and efficient pumping ability. www.north-windsurf.com



FANATIC STUBBY TE

→ Inspired by trends in the surfing world, **Fanatic** worked on a new concept utilising more parallel rail outlines for reduced drag and a cleaner waterline. Many prototypes later, they are proud to present the 'Stubby', available in 77l and 88l. Other key features also include a short and wide "Stubby-Nose" - reduced to the board's effective lengths - for reduced swing weight, fast change of direction and rotations, as well as easy recovery from steep re-entries or jumps; reduced centre width for speed and a straighter rail flow, trim and stance moved backwards, adapted to boards lengths, tail width and rocker line and a Larger TriFin set matching the board's wide tail, for incredible lift, drive and upwind ability. See www.fanatic.com/windsurfing for more.

ION TRITIUM HARNESS

→ Would you say that **ION's** new Tritium harness is hard, or soft? Ion say both! It's the ultimate 'Hybrid' harness. The 'T-Sticks' give optimum versatility, so each individual can choose their own setup to suit their personal style: Red = Stiff: this setup is for those looking for optimum lumbar support when riding. Green = Medium: the green setting is forgiving in flex, whilst maintaining structure and support. No Sticks = Soft: this setup allows for more flex and more freedom of movement in the upper body. The TRITIUM is available from now on and retails at £179,95, see www.ion-products.com for further.



BOARDSHORTS

THE ULTIMATE SPOT GUIDE APP FOR IPAD



→ Developed exclusively for iPad, Stoked Publications have just released a sensational new app based on their

legendary KITE AND WINDSURFING GUIDE ! The **KITE AND WINDSURFING NAVIGATOR+** offers the best of both worlds: perfect orientation and total clarity via a split-screen display of eBook reader and interactive map. Navigate intuitively through comprehensive and authentic travel info for planning your trip - this app will always find the perfect spot for your next session, be it in Cornwall, Cape Town or Hawaii! See more at www.stoked-publications.com



211 COMPONENTS BOOMS

→ **211 Components** have introduced some new sizes in their performance Carbon and Aluminium booms with a 130-180 in addition to the more traditional sizes. The Carbon booms are now manufactured in full pre-preg construction resulting in one of the lightest and strongest booms on the market. As used by World Champion Marcilio "Brawzhino" Browne. Prices starting from £195 for the aluminium, £500 for the carbon www.211components.com, UK Importer: www.zerogravitydistribution.co.uk



RRD FIRESTORM V3

→ The new **Firestorm V3** line has been completely re-considered around the program of "fast freeriding" and SPEED !. Based on the PWA world champion's X- Fire V7 boards, the FIRESTORM V3 took this shape but made the outline slightly narrower in the tail with smaller tail cutouts so as to reduce tail lift when overpowered while still keeping the same planing capacity, thus more suited for freeriding than for pure racing. The result is 3 brand new boards (101, 112 & 123 litres) that will help improve your speed on the water and even more fun ! For more info contact RRD@whiteboarders.com

EZZY TAKA 2

→ Last year, **Ezzy** released the Taka: a 3-batten wave sail that combined manoeuvrability with stability. For the Taka 2 they wanted to make an even more stable sail, especially in high wind and so reshaped the foil and added an extra stabilizer batten above the boom. This makes the Taka 2 better in three areas: 1) Improved high-end control and stability thanks to the extended stabilizer batten. 2) More power in super-light wind because the Taka 2 holds a more rigid foil, which is especially noticeable when pumping for waves. 3) The Taka 2 rigs on any mast. www.ezzy.com, UK contact -marketing@seaspritesports.com



Sardinia - Italy

Windsurf Village

Windsurfing & Kiteboarding Holidays

Beach Apartments - 2, 4 or 6 Persons

Porto

MEDITERRANEAN SEA



Windsurf Village
Baia dei Delfini

www.windsurfvillage.it

INFO & Reservations: **Apartments Windsurf Village**
Baia dei delfini - Porto Pollo - 07020 PALAU (OT) - Italy
Tel: +39 0789 - 704075 - Fax: - 704066 - info@windsurfvillage.it



BEACH BAR / RESTAURANT

NEW

RRD
KITE - Pro Center

SIMMER SC RACE

→ The new SC Race features enhanced control, stability and acceleration. Sporting a deeper sail profile which creates more forward drive and effectively more speed and acceleration, **Simmer** have improved the sleeve to work better with the SC 11 mast. This gives the rig a more responsive handling and speeds of 1-2 knots more with the mast and sail. Simmer claim it is the perfect race sail for all types of conditions and certain to help you go faster!! Retail price from 849 pounds, for more info see www.simmerstyle.com.



HARRY NASS HURGHADA

→ The new **Harry Nass** Hurghada centre is now open! A fantastic Freeride spot, it is located close to the top of the Magawish islands, with Caribbean colours and white sandbanks. The new centre is 25m x 25m with a large covered rigging area for windsurfers, classroom and a cosy lounge area to relax and watch the sunset. The centre has changing rooms, showers and complimentary internet. Harnesses and wetsuits are available for rental as well as 2015 JP / NP windsurfing equipment, with 50 boards and 80 rigs and complimentary SUP use also. See www.harry-nass.com for more and booking via www.sportif.travel.

WINDSURF CLUB TRIP DISCOUNTS FROM SPORTIF

→ Looking to get a group trip away this summer? **Sportif** are offering group discounts with a choice of quick, short duration 3 night, 4 night as well as 7, 10 and 14 nights. "The Canaries offers best value" says Sportif "with world class conditions alongside sheltered, shallow lagoons for the less experienced. Alternatively, Morocco will offer waves, SUP and surfing." 1 week packages to Lanzarote start at £399 for accommodation with pool including flights with discounted board hire from £155 for a pre-booked board and choice of rigs and choice of the latest Fanatic, JP Neil Pryde and North rigs. www.sportif.travel



Pollo

... Airports Olbia & Alghero

Open from 28.03 till 01.11.2015

**Windsurfing & Kiteboarding
Rentals - Lessons all Level**



KIDS
WINDSURFING
ACADEMY



200 BOARDS & RIGGS

www.procenter.it

INFO & Reservations: **Windsurfing Center Windsurf Village by MB-Pro Center - Michiel Bouwmeester**
info@procenter.it - Tel: +39 0789 704206





JEM HALL.COM
WINDSURF COACHING

Improver to wavesailor, Jems coaching clinics will help you learn, improve & unleash your windsurfing & SUPing potential

Go to
jemhall.com
for windsurfing
enlightenment



TASTY NUGGET...

Set targets for your session, self coach, Focus, Believe, Enjoy and repeat



The best way to improve off the water
Beginner to Winner
Winner to Wavesailor

Ultimate coaching DVD's
available from www.jemhall.com



2015 CLINIC LINE UP

Intermediate, Advanced, Wave & SUP

Prasonisi, Rhodes	<i>Essential flat water</i>	June 10th, 17th, 24th & July 1st NOW ALL SOLD OUT!
PSC, Baja, Mexico	<i>Amazing wave spot</i>	August 15th & 22nd SOLD OUT!

★ **Marvellous Mauritius** *Flat water & waves*
September 20th *Limited places available!* ★

Brandon Bay, Ireland	<i>Epic wave location</i>	October 10th & 17th LAST PLACES!
Jeri, Brazil	<i>Easy waves & jump</i>	Nov 26th & Dec 7th VERY LIMITED!

For **Prasonisi, Mauritius & Brazil** contact Jem for initial details on +44 (0)7762 664077, email jem@jemhall.com, with booking through Sportif Travel on +44 (0)1273 844919, email phil@sportif.travel

For **PSC Baja & Brandon Bay**, contact Jem +44 (0)7762 664077, email jem@jemhall.com

To rent this beautiful apartment in Jeri, Brazil, contact Jem for details and check out www.jeribrazil.com

Stay here in Jeri



JEM HALL.COM
WINDSURF COACHING

MICRO
GUIDES

MEDITERRANEAN

TRAVEL SPECIAL

Bordered by the continents of Africa, Asia and Europe, the Mediterranean Sea offers an equally diverse range of food, cultures and windsurfing. From family friendly, flat water destinations to high wind hotspots, the wide choice of conditions and resorts have made it a long term favourite for a warm water windsurfing break. So if all that has your passport jumping, read on as we highlight some of the best spots to hang from your harness in with our Mediterranean travel guide! :)



ALACATI TURKEY

• ABOUT THE CENTRE

As a VDWS accredited ASPC windsurf school, ASPC provide group courses, coaching and private lessons for all levels of student from beginners to advanced riders. Our windsurf lessons are given in English, German, Polish, Russian and Turkish by experienced VDWS instructors in the fantastic windsurf area of Alacati Bay, which has shallow, flat water and is ideal for learning. The ASPC Prokids club has special equipment and instructors trained to work with children and young people and is equipped with 200 JP boards and 400 Neil Pryde sails.

• HOW TO GET THERE

Flights direct from the UK to IZMIR (ADB) or via ISTANBUL (IST).

• WHERE TO STAY

Manastir Alacati Hotel is a cool haven of relaxation and Aegean architecture built in the traditional Mediterranean style and offers a real holiday pleasure. The town of Alacati is within walking distance and the hotel is located next to the centre of Alacati village and 5 km from the surf paradise beach. Here you will find a gorgeous pool, 18 rooms designed for your comfort and a quiet environment.

• RIDING ON OFFER

Flatwater; Freeride/Freestyle/Slalom/Tours.



MICRO GUIDES

at a glance...

Alacati offers shallow sailing conditions, ideal for learning. World cup slalom destination with outstanding flat water conditions all summer. Combine with a beach hotel or boutique town centre hotel and enjoy the cultural and culinary delights of the Cesme peninsular.

SEASON

April to end Oct. Best mid June - mid Sept.

WHO IS IT GOOD FOR?

Beginners: 3/5

Intermediates: 4/5

Advanced: 4/5

Freestyle: 4/5

Wave: 1/5

LOCAL CENTRES

Alacati Surf Paradise Club

www.alacati.info • info@alacati.info

Manastir Alacati Hotel

www.manastiralacati.com.tr

info@manastiralacati.com.tr

AGENT

Planet Windsurf Holidays

www.planetwindsurfholidays.com

+44 (0)1273 921 001

• ABOUT THE CENTRE

Plaka Watersports offers brand new Neilpryde and JP equipment for rent. Our station is right on the beach with a beach cafe, a great atmosphere, professional windsurfing lessons, bike rentals and many more watersports.

• HOW TO GET THERE

Take a flight to Athens International Airport, then a ferry to Naxos. With our holiday packages we will be happy to pick you up at the port of Naxos. Reaching us from the port by bus takes only 15 minutes.

• WHERE TO STAY

There are many hotels and apartments at Plaka Beach covering many price ranges, facilities and services. Our "surf and stay" packages include accommodation at Blue Harmony apartments, also located right at the beach, offering high standard apartments at a friendly price.

• RIDING ON OFFER

Close to the beach, conditions are perfect for beginners and lessons. 100m deeper, conditions are very good for freeride, freestyle and slalom with very small chop. Even deeper, big swell for jumping and riding for more experienced riders. No rocks, sea urchins or any other dangers.



NAXOS GREECE

Naxos is one of the most famous islands in Greece amongst windsurfers with its Meltemi winds during the summer, its clear waters and the long sandy beaches in combination with many alternative activities it offers.

SEASON

May - October

WHO IS IT GOOD FOR?

Beginners: 5/5

Intermediates: 4/5

Advanced: 4/5

Freestyle: 4/5

Wave: 2/5

LOCAL CENTRES

Plaka Watersports Naxos

www.plaka-watersports.com

+306945916790 • info@plaka-watersports.com

Book our "Surf and Stay" packages

for May/June/September through

stef@plaka-watersports.com

MORE INFO

No visa requirements for EU citizens.

at a glance...

MICRO GUIDES

MICRO GUIDES

PAROS 
GREECE

at a glance...

Windsurfers will be spoilt for choice as Paros offers two windsurfing beaches ; Golden Beach (South-East) is a long sandy beach extending for 700m, famous amongst windsurfers for its ideal conditions, and NEW Golden Beach (North-East) which is the windiest spot on the island.

SEASON

April to October.

WHO IS IT GOOD FOR?

Beginners: 4/5

Intermediates: 4/5

Advanced: 5/5

Freestyle: 4/5

Wave: 3/5

LOCAL CENTRES

Force 7 (Golden Beach)

www.force7paros.gr

force7paros@gmail.com

Paros Surf Club (New Golden Beach)

www.parosurf.com

nikos@parosurf.com

MORE INFO

All major credit cards accepted.

No Visa is needed from most countries

Web camera: www.beachreport.gr/beach-cams/new-golden-beach

• ABOUT THE CENTRE

Force 7

The team provides the perfect atmosphere in which to learn or improve your windsurfing at Golden Beach. We have some ideal windsurfing courses which offer enough windsurfing to let loose and go crazy and still have time to enjoy some of the other activities on offer or simply chill out.

Paros Surf Club

Established in 1984 and opened its base on New Golden Beach in 1989. We offer windsurfing boards and sails for rent, but also qualified lessons from the youngest to the oldest, from beginner to advance. Due to the wide range of the first class material (every year brand new) from Tabou boards and Gaastra sails, Paros Surf Club became a Pro-Center. Also, we have special windsurfing boards and rigs for children up to 40kg weight. The team of Paros Surf Club is multilingual: We speak Greek, English, French and German.

• HOW TO GET THERE

3.5 hour flight from the UK to Athens. From Athens you can get to Paros by boat or plane. There are boats from all major islands in Greece to Paros daily.

• WHERE TO STAY

Golden Beach

One of the best accommodation offered in Paros LOURIDIS studios have direct views to the famous "Dronisi Island" the trademark of Golden Beach. "Louridis studios" are also built in the traditional architecture of Cyclades and it consists of studios and comfortable rooms.

New Golden Beach

Hotel Paros Philoxenia are a series of bungalows situated on New Golden Beach and among its amenities offers you a restaurant and swimming pool bar, where you can cool off with a cocktail under the sun www.parosphiloxenia.com.

• RIDING ON OFFER

Bump and Jump, Freestyle and Slalom.

Flat Day Fun: For days with less wind the club offers classes for everybody: from beginner to advanced, from the youngest to the oldest. Furthermore, you can rent sea kayaks and mountain bikes, sun beds and umbrellas. New Golden Beach offers sailors and bathers umbrellas, sun beds and use of a beach volley court. Ample accommodation is available close to the beach site. In addition, there are several diving schools close by, offering lessons, certificates and organized underwater excursions in places of special diving interest.



FORCE 7



FORCE 7



FORCE 7



PAROS SURF CLUB



PAROS SURF CLUB



PAROS SURF CLUB



IALYSSOS RHODES, GREECE



• ABOUT THE CENTRE

The 3 Procenters are always equipped with the latest current year models. Take your choice of 350 boards from Fanatic, JP Australia and Tabou accompanied with North, Neil Pryde and Gaastra sails, all rigged with 75% Carbon masts.

• HOW TO GET THERE

Rhodes international airport is situated 10 minutes from the spot and has flights direct to and from most European cities with a flight time of 4-hours from London.

• WHERE TO STAY

Right on the spot you will find the Blue Horizon Palm beach 4* Hotel but also many other accommodation options for lower budgets.

The Blue Horizon Hotel has 150 rooms and the Bungalows are located in the gardens, 60 in total (10 of them with Sea Views).

For lower budgets, the Procenter can offer you the guest house situated 30m from the beach. Here BBQ and surfer parties are organized during the week to give a great atmosphere.

• RIDING ON OFFER

The beach at Ialysos faces a large open bay, shallow for the first 50m, the clean Meltemi blowing constantly side-shore means you can beach start to a perfect ride across the open sea. The wind in the morning here is a gentle force 4 to 5, gusting in the afternoons up to force 6.

MICRO GUIDES

at a glance...

The Island enjoys not only the well-known Meltemi breeze but the bay of Ialysos also benefits from a local thermal wind amplified by a venturi effect between the island, Turkey and Mount Smith. The wind range during the main season is consistently between 16 and 25 knots.

SEASON

April to October.

Best time Mid June - September.

WHO IS IT GOOD FOR?

Beginners: 5/5

Intermediates: 5/5

Advanced: 5/5

Freestyle: 3/5

Wave: 2/5

LOCAL CENTRES

Procenter Rhodes

Ialysos-Rhodos

www.procenter-rhodos.com



• ABOUT THE CENTRE

The MB ProCenter has 200 of the newest RRD & JP boards and Neil Pryde Sails. They offer windsurfing and kitesurfing lessons for all levels as well as a Kids Windsurfing Academy with special kids equipment.

• HOW TO GET THERE

Lowcost flights to Alghero or to Olbia available. 2 hour flight time from the UK.

• WHERE TO STAY

Windsurf Village has 65 apartments for 2, 4, or 6 people within walking distance of the beach. All apartments are fully furnished with a kitchen for self catering. Sea view apartments also available.

• RIDING ON OFFER

Porto Pollo has 2 beautiful white sand beaches, one for windsurfing and one for kitesurfing. The Windsurf Village and MB Pro Center are located on the far end of the right hand side windsurfing beach. From flat water to bump and jump, you will be well catered for at this spot. In the morning there are always flat conditions and the warm, clear turquoise water can get up to 27 degrees in the summertime making it perfect for beginners. In the afternoon, a strong breeze prevails and presents exciting conditions for improvers.



PORTO POLLO SARDINIA, ITALY

Sardinia is one of the most stunning islands in the Mediterranean. A true hidden gem! For windsurfers and non windsurfers alike, you will find something for everyone.

SEASON

Easter until the end of October.

WHO IS IT GOOD FOR?

Beginners: 4/5

Intermediates: 4/5

Advanced: 4/5

Freestyle: 5/5

Wave: 3/5

LOCAL CENTRES

Windsurf Village

www.windsurfvillage.it

info@windsurfvillage.it

MB Pro Center

www.procenter.it

info@procenter.it

at a glance...

MICRO GUIDES



Be a watersports instructor...
'Train in Greece or Australia
then travel the world teaching
the sport you love'

flying fish 

flyingfishonline.com | 01983 280641

THE NEW FREERIDE SPOT
4* MERCURE HURGHADA
All new 2015 JP / Neil Pryde kit

 **NEILPRYDE**



HARRY NASS
 World Class Windsurf & Kite Centres
www.harry-nass.com
DAHAB • HURGHADA
EGYPT

For bookings and further information:
info@harry-nass.com

Or contact Toby and Fiona
www.hurghadaholidays.net
info@hurghadaholidays.net

Opening Feb 2015






- High quality hotel with spa
- 10 minutes from the airport
- Childcare from 4 to 12 years
- Beautiful sandy island 700m upwind
- Walky talky radio rescue service
- Newly built center with lounge area



VASSILIKI LEFKAS, GREECE



OCEAN ELEMENTS



OCEAN ELEMENTS



CLUB VASS

• ABOUT THE CENTRE

Club Vass

The key to Club Vass's success is never compromising on what counts – offering unparalleled coaching and kit. Club Vass instructors are dedicated, experienced professionals and include some of the world's best windsurfers like Max Rowe. A full tuition program is included in your holiday price. All kit is brand new every year – for summer 2015 there is a huge range (over 300 boards and 300 rigs) from Fanatic, Starboard, RRD, JP and Severne. In addition there is a fleet of SUPs available for safaris, fitness sessions and free use.

Ocean Elements

We are a water sports holiday specialist offering Beach Club holidays across Greece. Our Vassiliki Beach Club resort offers the best location in the bay, all the latest equipment from Starboard and Tushingham and week-long RYA tuition from beginner to advanced levels.

Along with windsurfing other inclusive activities we offer in Vassiliki include dinghy sailing, paddle boarding, kayaking, kids club and guided mountain bike rides.

• HOW TO GET THERE

Direct flights available from a number of UK airports to Preveza, from there the transfer is about 1hr 20 mins to our Beachfront Hotel.

• WHERE TO STAY

Surf Hotel

An exclusive Ocean Elements Beach Club offering a warm welcome for couples, families and active sports enthusiasts. Our private pool and gardens front onto one of the finest water sports beaches in Greece! Some beach-side Tavernas are just 2 mins walk away, and the delightful village of Vassiliki is only 10 mins walk along the beach.

Club Vass Hotel

Based at the club (on the beach), Andromeda for villa style studios/apartments 5 minutes from the club and beach front luxury Aktes Villas, next to Club Vass. Early booking recommended!

• RIDING ON OFFER

A typical day in Vassiliki will see a light onshore wind in the morning, perfect for Beginners and the Junior Squad to practice their sailing and windsurfing. Just after lunch the wind will switch cross-shore and build to anything between 4-7Bft. The wind carries on building until the sun sets behind the mountain meaning a full afternoon of windy windsurfing!

MICRO GUIDES

at a glance...

Set in between the beautiful green mountains of Southern Lefkas you'll find the bay of Vassiliki. It really is a nirvana for so many windsurfers and there is a reason Vassiliki has been at the forefront of windsurfing holidays in Europe for so many years. Stunning landscapes, reliable winds, conditions perfect for all levels, great for families, couples and groups of friends alike, the list is endless.

SEASON

May – October

WHO IS IT GOOD FOR?

Beginners: 5/5

Intermediates: 5/5

Advanced: 5/5

Freestyle: 5/5

Wave: 2/5

LOCAL CENTRES

Club Vass

www.clubvass.com • info@clubvass.net
0844 463 0191

Ocean Elements

sales@alpineelements.co.uk
020 3393 1257
www.alpineelements.co.uk/beach-holidays

AGENTS

Sportif Travel

+44 (0)1273 844919 • www.sportif.travel

MORE INFO

Vassiliki gets so much attention because of the excellent windsurfing it's very easy to bypass the other world class sports on offer here. Early morning sees very light winds, glassy flat water and an often empty bay, this combined creates perfect paddle sport conditions. Move slightly inland and you are presented with lush green mountains, olive groves and beautiful greek villages, so bring your trainers for superb mountain biking trails and routes.



CLUB VASS



WINDSURFING RENTALS & LESSONS STORAGE - SAILING BEACH BAR

Windsurfing lessons for beginners and advanced,
new windsurfing equipment available
for renting and
plenty of space to store your gear.

Here, you can also rent kayaks, catamaran
or just hang out at the fantastic Rebel bar,
play beach volley and enjoy the
refreshing water and the warm summer
sun!

For your accommodation we suggest the
Louridis Apartments right on the beach
next to the surf station. Cozy apartments
just a few steps from the beautiful sandy
beach. Endless seaview of the Aegean
and reasonable prices.

Louridis Apartments



GOLDEN BEACH - PAROS - CYCLADES - GREECE

TEL. +30 22840 42189 - 41714, +306944645440 www.force7paros.gr



FASHION FOR ALL
WINDSURF - KITESURF equipment

EXCLUSIVE ITEMS

BEACHWEAR - STREETWEAR - ACCESSORIES

WATERSPORTS

EQUIPMENT - SALES - REPAIRS

PAROS - GREECE
www.bitofsalt.gr

- Located at New Golden Beach, Paros, Greece
- Qualified windsurf lessons from the youngest to the oldest, from the beginner to the advanced
- Hire equipment from Gaastra sails and Tabou boards
- Multilingual team speaking Greek, English, French and German
- IKO approved Kitesurfing lessons available at nearby Pounta Beach

+30 22840 41778
info@parosurf.com
www.parosurf.com

Paros Surf Club
Est. 1984



SPORTIF - FEATURED AGENT

WINDSURFING HOLIDAYS WORLDWIDE

MICRO GUIDES

at a glance...

Sportif are a specialist windsurfing holiday company, based in the UK. Established in 1980, they provide specialist windsurfing holidays to over 50 of the World's best windsurfing holiday locations.

SEASON

May to October.

GOOD FOR?

- Learn to Windsurf, beginners, Intermediates & advanced - flat water, wave or freestyle.
- Instruction - group & private.
- Rental, storage & service packages.
- Windsurf group holidays, clinics & camps.
- Budget, All Inclusive & luxury spa hotels.
- Family holidays & kid's clubs.
- Multi-sport - kitesurf, SUP, mountain bike.
- Visas, transfers & car hire.
- Flight inclusive & 'Land Only' packages.
- ATOL protected holidays.

2015 SPORTIF WINDSURF CLINICS

Peter Hart Pro Coaching Masterclass.

Rhodes, Greek Islands 17-24 June 2015

Jem Hall Performance Boost Weeks.

Prasonisi, S Rhodes June-July 2015

7 days from £995 including tuition, hotel & transfers. Sociable holidays with coaching & group dinners. Non-clinic partners & friends welcome.

MORE INFO

Sportif's website has details of the locations, sailing conditions, wind stats, hotels, pictures, videos & latest holiday offers. If you call them, they will advise where & when is best to get the conditions you are looking for.

CONTACT

Sportif Travel

+44 (0)1273 844919

info@sportif.travel • www.sportif.travel

• DESTINATIONS

Sportif Windsurf Holidays to over 50 worldwide locations.

Mediterranean - choice of 10 resorts in the Greek Islands, Spain and Turkey with varied conditions from high wind to sheltered, shallow bays for beginners, flat water to offshore swell and waves and holidays to suit all budgets.

Greek Islands

Crete - Flat water Palekastro Bay is good for freeride & freestyle. Bike centre with tours of nearby hills.

Best for: Undeveloped, quiet and exploring local tavernas.

Karpathos - 3 bays for beginners, intermediates and Gun Bay (high wind). Climbing, SUP & Windsurf packages.

Best for: Mixed ability groups, high wind, teenagers.

Kos - Mamaris (North) Combi conditions with hotels on the spot & kitesurfing. **Psalidi** - close to Kos with kid's group lessons. *Best for:* Families, luxury, tours, nightlife.

Lemnos - Keros Bay. Shallow, protected flat water bay - excursions to wave spots. *Best for:* Waves, value, nature.

Rhodes - Ialysos (North) Lively resort with 3 centres (F2, JP & beginners). **Prasonisi (South)** High wind flat water, swell & wave beach. *Best for:* Combi conditions, clinics.

Samos - Flat water & offshore bump & jump. Traditional, pretty island with English run centre, beach BBQs, biking. *Best for:* Solo travellers, teenagers, bars & restaurants.

Lesvos - Sigris Bay is ideal for all levels, freestyle & small waves in the channel. Tuition Camps for intermediates, women & freestyle. *Best for:* Off the beaten track, camps.

Spain Tarifa - Has luxury, boutique hotels with great restaurants, on beach. Golf De Rosas has self-catering farmhouses with kids multi-sport packages.

Best for: Culture, activities, short breaks & families.

Turkey Alacati - PWA venue with almost landlocked bay ideal for all levels with flexible rental & coaching packages.

Best for: All levels, flat water, freeride conditions.

• SPORTIF CENTRES

Purpose built centres offer the latest 2015 equipment from Fanatic, F2, JP, RRD & Starboard. Pre-book your board with 75-100% carbon & RDM masts, sails, junior rigs, harness, wetsuits, etc. Own equipment transfer, rescue boats, service and secure storage available.

Rental Specials

1 week from £160, 4 flexi days from £120. Experienced, professional instructors & beach staff help rig & launch. Instruction Specials.

Instruction Specials

Beginner Courses from £116 (6 hrs), Intermediate/Advanced Training from £40 (2 hrs). Discounts of up to 80% are available for combi rental and instruction packages.

Flat Day Fun

SUP, mountain biking, hiking, volleyball, local excursions, beach BBQs & welcome drinks parties.

• HOW TO GET THERE

Sportif organise flights from the UK or can provide 'land only' packages including hotel, transfers, car hire and a wide variety of sports packages.

• WHERE TO STAY

Sportif offer a choice of self-catering studios, apartments, villas or budget to luxury hotels with pre-arranged transfers or car hire. 1 week from £359pp including flights.

See www.sportif.travel for latest deals.



GET OUT MORE...



**THE KITE AND WINDSURFING
GUIDE BOOKS & NAVIGATOR APPS**



www.stoked-publications.com



EUROPA
HOLIDAYS
www.europaholidays.com

LAKE GARDA ITALY

A windsurfing holiday for everybody



If you need any other good reasons..... or want to ask any questions you can contact us direct by phone in Italy on: 0039 045 7401795 (gmt +1hr) mobile no: 0039 339 6659085 or email info@europaholidays.com

www.europaholidays.com



surf • windsurf • kitesurf • sup • snorkel • bodyboard • kayak
rental • school • guided trips • shop

+34 928 866 389

/Flagbeach

@Flag_Beach

LAR Watersports

**HAYLING ISLAND
CAR BOOT**

Starts First Sunday in April
7.30am till 12.30am
Venue: Mil Rythe School on
the left Just before the first
roundabout going in to
Hayling... Pitch £10.00

We stock everything
Windsurfing
plus in-house board
& sail repairs

SUPs supplied
and hired
as well as
kayaks

We stock all major brands including:



and much, much more!

01243 266 446

www.larwatersports.co.uk

sales@larwatersports.co.uk

9 The Parade, Pagham, Bognor Regis, W. Sussex, PO21 4TW

REPAIR

Board Repairs - Sail Repairs - Board Repairs - Sail Repairs - Board Repairs - Sail Repairs

Blue Chip Express Repairs

The Real Force in Windsurfing Repairs since 1980



> The UK's most experienced One-Stop shop Repair and Retail Centre for Windsurfing.
 > Boards, Sails and Accessories always in stock – Like New repairs, fully guaranteed.
 > 24 Hour sail collection & delivery service available.
 > We are recommended by all the windsurfing insurance companies
 > We repair Pryde, Naish, Ezzy, JP, Mistral, Fanatic, Gun, Gaastra, Tabou, F2, Starboard, Tushingham, Quatro, Thommen, Goya etc.
 > We stock loads of DIY repair products for boards and sails
 Blue Chip, Cheam, Surrey, SM3 8LJ (15 minutes from J8 M25)

www.windsurfer.co.uk - repairs@windsurfer.co.uk - Tel. 0208 715 0040

Tel 0208 715 0040

repairs@windsurfer.co.uk

Book Your Sail Collection Online

INSURANCE

Get a quote, apply for cover or make your claim online now.

www.noblemarine.co.uk

You need never miss a weekend on the water again.

Clinton House, Lombard Street Newark, Notts NG24 1XB
T: 01636 707606 F: 01636 707632
A member of the General Insurance Standards Council

Board Insurance

at the touch of a button



www.craftinsure.com

for instant quotations and online cover
Catch us on the web or call our Helpline: 08452 607 888

Authorised and regulated by the Financial Services Authority

ADVERTISE HERE

Call Keelin on
01865 378000
keelin@windsurf.co.uk

clubvass

active holidays

0844 463 0191
www.clubvass.com

SHOPS

SailSafe

windsurf & SUP insurance

Policy designed by windsurfers for windsurfers

Phone for a quote on
0161 980 0875

Price match guarantee - you can't lose

VIKING INSURANCE

Third Party £2 million £13.95
Comprehensive from £18.95

Ask about TravelSafe travel insurance
Annual Policy from £22.50. Single trip from £6.52
Premiums are per person based on a family of 2 adults and 2 children

info@vikinginsurance.co.uk
www.vikinginsurance.co.uk

boardridersguide.com

WETSUITS

OVER 4000 WETSUITS IN STOCK






Billabong

THE LOWEST PRICES ONLINE
www.boardridersguide.com or call
01273 420142



BIGSURF SHOP.COM

Windsurfing SuperSTORE

Made in Ireland



Photo HART PHOTOGRAPHY

FREERIDE FINOLOGY

The fins that power our free ride boards are an overlooked part of the engine that drives our fun on the water. We take a look at the market with a key industry player, buying tips and of course to kick it off, a lesson from the master teacher, our very own **Peter Hart**.

"I knew I was good!" You chunter to yourself as suddenly and unexpectedly you experience a feeling of light, efficient symmetry with arms and legs equally but gently loaded and the board planing straight and level without you having to twist and contort. And good you may be. But essentially you've chanced, albeit momentarily, upon a perfect set-up where the lateral forces of a well-set sail are perfectly matched by the size of the fin; and the fin itself matches the width of the tail.

The aim is to feel like that the whole time across a wider range of conditions. And part of the solution comes from dialling into the information coming through your back foot from the fin; and then recognising when a change up or down can restore balance or tilt performance in a certain direction, towards top speed or acceleration, for example.

Ask a racer which is their most influential item of kit, and they'll point to the fin. Free-ride boards are more forgiving both to set-up and to sail but you ignore the importance of the fin at your peril. Space is short and the subject huge but here are some points to ponder as you look to grow your free-ride fin quiver.



Photo HART PHOTOGRAPHY

"Here a 120 free-move board is cracking around like a board half its size, thanks partly to the thin, curvy rails but also to the relatively small free-ride fin (35 cm) with a lot of sweep in the tip. But beware – the fin shape and size, have to compliment the design of the board. For example putting a small, raked fin into a more race speed oriented model as an attempt to make it more manoeuvrable, may not work because it would not fully release onto the plane. To be manoeuvrable, a board has to be well-trimmed and planing freely."

FREERIDE FINS

WHAT IS A FREE-RIDE FIN?

Like the board itself, the classic free-ride fin seeks to blur the boundaries and provide the best of every world. The powerful, upright mid section gives you something to hoof against and converts the sail's power into instant lift, acceleration and planing speed. The swept back tip holds the tail in through carving turns, makes the gybes feel smoother, less 'skippy' and allows you to vary the shape and steepness of the arc.

THE LIMITATIONS OF THE GIVEN FIN.

The fins given away with the free-ride boards have improved enormously over the years. The size offered will tend to work best with the middle of the board's recommended sail range. For example, say you have a 130 ltr free-ride board with a quoted sail range from 6 to 9 sq m, the standard fin (perhaps around 48 cm) will work best with sails around 7 to 8 sq m. It's when you flirt with the extremes of sail size that you'll benefit from a fin change.

THE SYMPTOMS OF TOO BIG AND SMALL.

When the fin is too small for the board and/or the sail size, the board slops from edge to edge. It never fully releases onto the plane. It sits deep in the water and although you may feel you're pointing upwind, you're actually crabbing sideways. It's easy to overload the back foot and spin out. If it's too big, you feel you're fighting the fin as soon as you start to plane. It's like having jack-hammer under your back foot. It's hard to bear away and in extreme cases, you'll tail walk.

REASONS TO CHANGE FIN SIZE.

Matching fin to sail size is the primary objective but not the only one. Going slightly bigger offers extra lift and acceleration at slower speeds – good if you're feeling your way into the straps for the first time; and also if you're sailing in enclosed waters where you need to get going quickly in a gust, stay upwind; and where you haven't the space to get up to full speed.

RELATING FIN DESIGN AND SIZE TO YOUR BOARD.

The free-ride board category is enormous. The choice of fin(s) depends on where your board lies on the speed, manoeuvrability spectrum. At the speed end where the boards are aping slalom shapes (aka 'Free Race') with their flat bottoms and harder, straighter edges, you'll err towards a deeper, straighter fin, with less sweep in the tip (if any). At the 'squirrily' end where the boards have more curve in the plan shape, thinner rails and more 'v' underneath (aka 'Free-move'), the fin can be smaller with more rake. The 'v' displaces a little water, increases resistance – hence you can get away with a smaller fin. And finally ...

GET A PLASTIC 'CHEAPY!'

Beware of planing obsession! Free-ride boards, especially the bigger ones, make excellent light wind training platforms for practising and nailing the basics – tacks, gybes, backwind sailing etc. – at which point the big planing fin is a bit of a liability. For very little money you can pick up a small plastic training fin – or cut down an existing knackered, fibre-glass one. With a shallow (30cm or less) and preferably wide fin, the board is more manoeuvrable off the plane and you can mess about in knee-deep water.

FREERIDE FIN DEVELOPMENT PROCESS

Dietrich (Rick) Hanke, Founder and President, www.mauiultrafins.com

'Freeriding is one of the most popular windsurfing disciplines. Boards and sails have to cover a wide range of sizes in order to match the sailing conditions and rider weights. The same is valid for the fin. The fin must provide a side force over a wide range of speed and courses without the danger of flow separation (spin-out), the fin must be fast (low drag) and easy to be controlled also under choppy and high wind conditions. Further, gybing too should be easy and without losing speed.

The design process which is applied at Maui Ultra Fins is the same for all types of fins and can be divided in several important steps:

1. Optimization of the profile (foil)
2. Optimization of the outline
3. Manufacturing of prototypes
4. Testing under real conditions





*// Dietrich (Rick)
Hanke of Maui Ultra
fins, hard at work on
the design program.*

The most important and time consuming part is the selection of the foil and the optimization of the foil parameters like relative thickness, nose radius, position of maximum thickness and speed. At Maui Ultra Fins I use a fluid dynamic computer program where the forces (lift, drag) can be calculated as a function of all the parameters and combinations. The resulting foil polars give the design engineer all the required information on the way to an optimized foil. The fin outline has to be optimized in accordance to the required fin area, the box dimensions, the required stiffness (no breaking), the flexibility and the overall drag, which is additionally influenced by the aspect and taper ratio. For a complete new fin about three to five prototypes are designed. When all parameters are selected the fins will be drawn with a CAD program which also delivers all data for machining the fin with a CNC machine in G10 material. The relevant data is then transferred to the manufacturer and the prototypes are ready for testing by windsurfers with different levels at different places in the world. By comparing all results in performance and behaviour (feedback form) the final fin design (box-systems, length range and printing design) for the series is selected and the fins are produced. Simply said, fins are the sails in the water. The fin must compensate all side forces of the sail which are transferred to the board in order to sail a straight course. That means that we must handle this part very carefully because the total performance of the board depends also very much on the fin performance.

Each damage – especially at the leading edge – reduces the fin performance. Therefore it is recommended to use your fin cover when you are back at the beach and do not stick your fin in the sand. Small damages to our G-10 fins can be sanded. If the damage is bigger you can use epoxy resin or super glue to fill the damaged part and create a smooth surface by wet sanding. (280 to 600 grade sanding paper)."

FREERIDE FIN BUYING TIPS

(Graham Turner, founder and owner, www.juiceboardsports.co.uk)

"Unlike 10 years ago, nowadays the standard fins coming with freeride boards are well suited to the board. The most popular freeride fins we sell in the shop are ones with a curved tip, slightly raked back and with a fine entry profile. The US box is still popular as it allows people to move the fin forward and back. We like to really talk with people and discuss their fin needs but in general we would sell a more raked profile for smaller freeride boards and swept at the tip for bigger freeride boards. Upgrading from the basic design is very popular also, something like a ready to race style. There is a slight premium in price of course but what you get is a slimmer profile throughout, like a top end race fin but detuned slightly for comfort. It would be a fin more for somebody who works the board to plane and enjoys driving and pushing the fin as opposed to just being on the board for the free ride. As we say you're either a driver or being driven and it's important to recognize which you are when choosing your fin. Material choice can depend a lot on the waters you sail in - if you are somewhere rocky or shallower, stay away from carbon or polyester, g10 is best as you can sand it down and offers durability and longevity. Modern weed fins are really good and often overlooked, they are as quick in weeded waters as they are not picking up drag. Another important point is what sort of freeride board you have, if it is a soft feeling, carve/comfort biased board, they don't like race ready, stiff fins. Equally if you have a more race orientated board, stay away from a softer, flex tip fin." ●



GRAN CANARIA

POZO IZQUIERDO BEACH

MICRO GUIDE

at a glance...

Pozo Izquierdo is the most famous windsurfing beach in Gran Canaria, and one of the most famous in the world. For more than 20 years worldwide windsurfers pilgrimage to the windy beaches of Pozo Izquierdo to sail in Canarian waters. The consistency of the trade winds, local hospitality, good weather, as well as the presence of the best riders in the world make the beach of Pozo Izquierdo the windsurf destination for excellence.

SEASON

Year round, but the best conditions are found from April to September.

WHO IS IT GOOD FOR?

Beginners 5/5 (Bahía de Formas)

Intermediates 5/5

Advanced 5/5

Freestyle 5/5 (Bahía de Formas)

Wave 5/5

LOCAL CENTRES

LPWS Pozo Windsurfing Pro Center

www.lpwindsurf.com

reservas@lpwindsurf.com

MORE INFO

We accept visa, bank transfer and paypal.

• ABOUT THE CENTRE

LPWS Pozo windsurfing pro centre is located only 50 meters from Pozo Izquierdo beach which is widely regarded as one of the best windsurfing destinations in the world because of its great conditions of wind and waves.

Just a few meters from the beach with the best professional advice, you have the latest in boards from STARBOARD, JP, NAISH, TABOU and NEILPRYDE, SEVERNE, NAISH and GAASTRA in sails, with all the material ready to go to water!

LPWS offers improvement sessions and clinics during which you will never stop learning, no matter what your level of windsurfing.

• HOW TO GET THERE

Flights to Gran Canaria and the main airport of Las Palmas (LPA) take around four to five hours and are available year round.

• WHERE TO STAY

LPWS have apartments in Pozo Izquierdo and special packs of accommodation + windsurfing hire. If you come in summer it is best that you book in advance and can do so at +34 928121025 or reservas@lpwindsurf.com

• RIDING ON OFFER

Wave riding can be found at Pozo Izquierdo beach whilst just 5 minutes from Pozo Izquierdo is another spot Bahía de Formas, a flat water bay ideal for freeride, slalom or freestyle.



Where to learn...



sailing, windsurfing tuition, courses, tasters and hire at the lakes of the South West

Wimblesball Lake near Dulverton Roadford Lake near Launceston
Tamar Lakes near Bude Stithians Lake near Falmouth Siblyback Lake near Liskeard

Call 01566 771930 for further details or visit www.outdoorandactive.co.uk

BRAY LAKE WATERSPORTS

- Windsurfing Tuition
- Beginner to Advanced
- Group and Private Tuition
- Juniors and Adults Welcome
- Centre open 7 days a week
- Hire, Demo and Retail Centre
- Located within easy access of M4, M25, M40 and M3

tel: 01628 638860
www.braylake.com info@braylake.com
Bray Lake Watersports, Monkey Island Lane Windsor Rd, Maidenhead Berks SL6 2ER

WILD DIAMOND WATERSPORTS

WINDSURFING • SUP • KITESURFING
SANDYACHTS • SURFBOARDS • WETSUITS
courses, hire, coaching, tasters – daily

WATERSPORTS SHOP – CORNAIG
wetsuits, equipment, local clothing range
footwear & more – Open Mon to Sat

WINDSURF KITESURF SUP SURF

www.wilddiamond.co.uk
tel | 01879 220 399 mobile | 07712 159 205

COVERACK WINDSURFING CENTRE

Open 7 Days a week, from 3rd April 2015 until 1st November 2015
The Centre is situated in Coverack Village on the Lizard Peninsula, Cornwall, Coverack Harbour

- RYA Recognized Teaching Centre Estb. 1981
- RYA Fast Forward System (Levels 1 to 5)
- RYA Junior Windsurfing (All levels)
- RYA Power Boating 1,2 & Safety Boat
- AALA Approved • Safety Boat provided + VHF
- Windsurfing Equipment Hire + Safety Cover
- Casual Windsurfing from £25 per 2 hours
- Surf Kayaks Hire + Wetsuit from £10 per hour
- Stand Up Paddle Boarding Hire from £10

www.coverack.co.uk
windsurfing@coverack.co.uk • 01326 280939

TUITION • HIRE • CORPORATE
5 MINUTES FROM HEATHROW

Datchet watersports

500 acres
1 mile reaches

Joining Fee £199 ONLY £99 Save £100

'Platinum' Package

- Unlimited Kit Usage only £61p/mth
- Or With Tuition £71p/mth

Beginners to Experts - tuition at all levels
Ready rigged modern kit - 2015 Starboard, JP, RRD & Tushingham
Wetsuits & harnesses supplied
*Offer expires 31/3/15. Quote "Windsurf 115". Minimum contract 12 month.

Kit Sale! Ring for Details!

t: 01753 683990
email us: info@datchetwatersports.co.uk
www.datchetwatersports.co.uk

Polkerris Beach

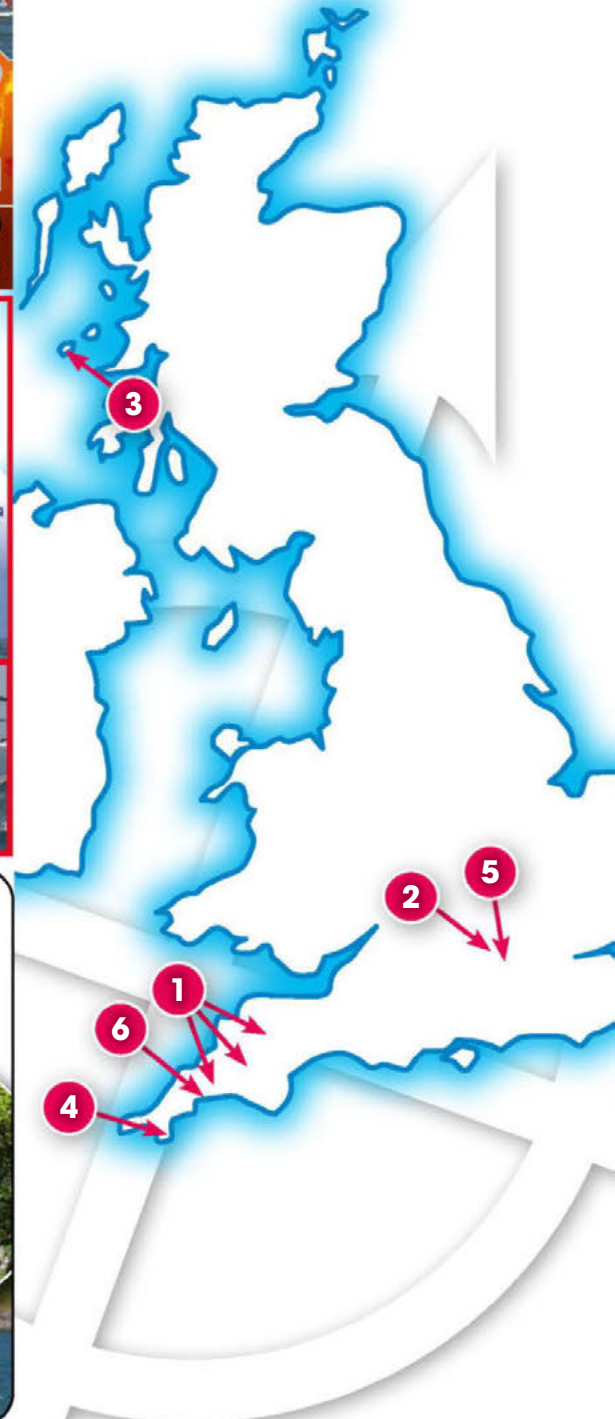
01726 813306 www.polkerrisbeach.com
Award-winning Windsurfing Centre & accommodation

- RYA Training Centre, near Fowey, South Cornwall
- Ideal for family holidays: something for everyone
- Quality Starboard/Tushingham kit rental
- Own equipment storage
- Stunning location
- Great facilities

2013/14 GOLD

WINDSURF

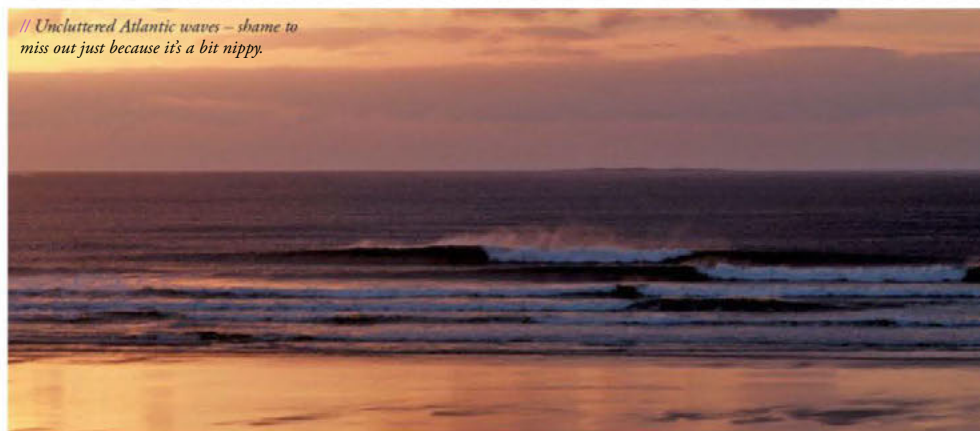
To advertise your school please contact Keelin McLeman:
keelin@windsurf.co.uk



AFFAIRS OF THE HART

HOTTIPS FOR COLD COMFORT

// Uncluttered Atlantic waves – shame to miss out just because it's a bit nippy.



Statistically UK waters are at their coldest this time of year, throbbing fingers are stuffed under your armpits and curse your lot at being an inhabitant of northern latitudes. But perhaps you thrive in such conditions? **Harty** ponders the nature of cold.

It was early December as I stood on the white sandy shores of Beadnell Bay in Cumbria. A 30 knot easterly wind was blowing straight off the Russian Steppes. The North Sea, famous for being freezing even in the height of summer, was barely liquid. I had just tried to demonstrate a carve gybe to a group of trainee instructors and I could not have been colder if you'd stripped me naked and poured liquid oxygen down my underpants. I felt I'd been anaesthetised by an over-sympathetic dentist, who had numbed my whole face. My lips wobbled but formed no coherent sound, which was fine because my frozen brain had nothing of interest to share with anyone.

Then striding down the beach came Geordie John, wearing ... wait for it ... a 2 mm shorty wetsuit. I had a duty of care, so suggested that maybe a full suit would be more appropriate and that if he didn't have one, I could lend him one. He didn't need to say anything because his look said it all. "I don't need a full suit you southern Jessie because it's not cold." And so looking, he went and sailed for 2 hours. When he returned, far from being dark blue and in the advanced stages of hyperthermia, he had the pinkish hue of a baby recently plucked from a hot bath.

It was bizarre. His red hair and freckled skin may have suggested Celtic or perhaps Viking heritage but we were the same species. I just know if I'd attempted the same stunt I'd be writing this from a celestial cloud (or perhaps somewhere hotter) – and I think I'm

reasonably resilient. What's going on?

Many forgo the potential delights of winter sailing – the empty waves, the crazy winds, the free car park, – because they have an instinctively negative reaction to cold. Is this genetic? Psychological? Is it environmental conditioning? Can you teach your self to deal with it? Well a little research reveals that it is multi-factorial.

Cold is like pain in that different people have different thresholds and interpret it differently. For example take two people with exactly the same temperature in their core and extremities, one may complain of cold and the other won't.

Women are physiologically colder. Their extremities are on average 3 degrees colder than those of men. They have a higher fat to muscle ratio. Fat stores heat but muscles generate heat and produce up to 25 percent of your body's normal temperature.

Exercise, therefore, has a strong bearing. The more muscle mass and tone you build, the more heat your body produces at rest.

Body shape is also a factor. If you have a high surface area to volume ratio, i.e. you are relatively slender for your height with long slim limbs, you will lose heat more quickly than someone who is stouter. Shorter limbs mean less areas in the body to which blood has to travel to keep warm. Compare the short and stocky Intuits of Greenland to the tall, rangy Masai of Kenya.

But like car engines, some bodies are simply more efficient than others. Even bodies of the same height and weight may differ dramatically in the ability to maintain body temperature.

CONDITIONING

But what is most interesting to the aspiring winter sailor is that we seem to be able to train ourselves to adjust our metabolic rate and therefore our tolerance to cold. I have stumbled on this phenomenon. After 6 weeks every year in autumnal Donegal and Tiree I return to the balmy south coast and drive my poor wife nuts as I wander around in a T shirt opening windows and complaining about the stifling heat, while

she shivers in a corner in a duffle coat and 3 duvets.

On top of that I eat like a bulimic pig. For a few weeks after, it's like I have a wood burning stove raging in my belly, which needs constant feeding. My metabolic rate is off the scale.

The opposite happened a few weeks ago. The day after I landed from a 2 week trip to equatorial Brazil, I got the call that our local patch was going off. And so it was. On the first run out I got it all wrong, lost the kit, had to swim in. 15 minutes and 10 icy bombs on the head later, I literally crawled up the beach retching, hyperventilating and vowing to take up indoor bowls. But two weeks and three winter sessions later, I was getting trounced in chillier conditions and never felt a thing. Conditioning.

THE ICEMAN

At this point we have to mention the extraordinary cold endurance feats of Dutchman Wim Hof, aka 'the Iceman,' who inspired this topic. He has climbed Everest in shorts, run a half marathon in bare feet over the polar ice-cap and is regularly buried naked for 2 hours in snow and ice. He doesn't have a massive pain threshold nor perma-frostbite. Thermo imaging reveals that throughout exercise, blood and heat is reaching all his fingers and toes. He just has the ability to mentally regulate his metabolic rate – his thermostat if you wish.

Nor is he a freakish circus act. He uses yoga style breathing and meditation techniques, which he can pass on. Within 2 weeks he has people swimming under ice caps with no ill effects.

In his manual he stresses that your cold endurance program has to be like going to a gym. You start small, cold showers for example, and gradually pile on the weights (so don't go diving naked and unprepared into icy water and then come back to me complaining your dead). There are little muscles around your veins that contract when they get into contact with the cold. After as little as 1-2 weeks according to Wim these become stronger, reducing the force that your heart has to use to pump blood around your body.

Cold showers you say? I feel I may have lost most of you there. Ultimately, the mind is the strongest element. If you stare at a grey February sea and say to yourself, "God it looks cold!", then you fulfill the prophecy, start cold and stay cold. But if conditions inspire you, as a beam of sun bounces off the peeling waves, you think warm thoughts, run around, start warm and stay warm.

But there are limits – for me right now it's 17 degrees. No wait for it, that's combined water and air. I don't know if it's scientific but mentally I tell myself I'll have a good time. I'm not into S and M. It does have to be enjoyable. And I don't do gloves.

And by the way, I do have a guaranteed treatment for the prevention of the dreaded hot hands ... head straight to a travel agent. ●

PH 25th February 2015

Surf to the **MAX** in 2015

SPORTIF CLINICS Progress with the Best



Peter Hart



Simon Bornhoft



Jem Hall

Canary Islands Spain Greek Islands Cape Verdes Morocco Dakhla Kenya Zanzibar
Red Sea Caribbean Brazil Mexico Mauritius Rodrigues Is Philippines Vietnam Bali



50+ LOCATIONS

RENTAL

INSTRUCTION

CLINICS

MULTISPORT

HOTELS & FLIGHTS

TEL: 01273 844919

www.sportif.travel info@sportif.travel

Specialist Windsurfing Holidays in the World's Best Locations



ALL HOLIDAYS ATOL PROTECTED



THE "ALL IN ONE"
ORIGINALS...



THE
RIGHT
STUFF...

